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OLD SERIES—VOL. LXIV—NO 3,303 FAYETTEVILLE, N. C., THURSDAY, AUGUST 24, 1899. NEW SERIES—VOL. XVI—NO. 883

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Under an order of the Superior Court, made this day in McLellan, Administrator, vs. S. P. Denning et al, the undersigned will offer for sale, at Godwin, N. C., on Saturday.
September 2nd,
at 2 o'clock P. M., what is known as the Denning lot;
And on Saturday,
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at Wade, N. C., at 2 o'clock P. M, one lot in Wade known as the Denning lot and Seventy-four acres lying near Wade, known as the Bowden residence.
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C. C. McLELLAN, Commissioner.
C. W. BROADFOOT, Att'y.
August 1, 1899.

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When you treat a friend to whisky give him THE BEST
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Whisky is the beverage for your friends and for you.

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THE CUBAN PROBLEM.

Some one—we do not know who—has sent to us a sheet on which are printed an interview with R. A. C. Smith in the New York Tribune, a Washington letter to the St. Louis Star, an interview with Robert P. Porter in the New York Herald, an editorial from the Washington Post and a Washington letter in the New York World, all advocating the annexation of Cuba. To these is added an extract from an editorial in the Kansas City Star, which briefly expresses the general sentiment of the foregoing, and which is in these words:

"Annexation, by which is meant the absorption of Cuba as a territory of the United States, is the only form of government that presents any hope of safety or progress for Cuba."

The headings prefixed to the sheet give the ideas advanced more in detail, thus:

"The Cuban Problem — General Wood, Special Commissioner Robert P. Porter and others say Annexation is the Only Solution—English Capital Now Getting the Best of Everything—Congress will be Asked to Rescind the Foraker Resolution."

Mr. R. A. C. Smith, "of No. 100 Broadway," whom the Tribune introduces to its readers as "perhaps better posted on Cuban affairs than any other one man in New York," declares that "the annexation of Cuba to the United States is inevitable." He does not favor forcible annexation. Oh, no. "But," says Mr. Smith, "this government can easily prepare for it, and should do so by instilling the idea into the Cuban people."

The Washington letter to the St. Louis Star gives the views of "a major-general who went to Cuba with General Brooke [the so-called "Governor General" of Cuba] last winter, and has only recently returned," and who "said to-day that we are in danger of having an island to police which is owned by Europeans." This major general goes on to say:

"We ought to have accepted the sovereignty of Cuba as Spain desired, or we should have allowed the Cubans to organize a provisional government. But we did neither. Gen. Brooke was sent to Havana without a policy. He was neither permitted to do one thing nor another. He could not establish a civil government for the United States, nor could he recognize any civil government organized by the Cubans. He could only say on January 1, when he took possession in the name of the United States, that the laws of the day before still applied. It was a diplomatic way of saying to the Cubans that they would remain under Spanish rule, enforced by officers of the United States army. It irritated the Cubans, naturally. They have protested against it ever since, but to no purpose. Gen. Brooke is compelled to enforce Spanish laws in that island."

"Would annexation settle the question?"

"Annexation is probably the only thing we can do now. But we should have accepted the island from Spain as one of the conquests of war. Annexation will be of little value to the United States unless it is soon accomplished, for the reason that during our occupation we are discriminating against ourselves. American capital is ready to invest in Cuba, and American enterprise is ready to go there to develop the resources of the island. But neither capital nor enterprise from this country is allowed to operate. The Government is sensitive on the point of holding this in trust for the Cubans. Capitalists from other countries are not restricted. They are allowed perfect freedom in dealing with the Cubans and the Spanish landholders. English capital has secured control of nearly all the railroads and railroad franchises in Cuba, and English capitalists are buying up the big sugar and tobacco plantations in Cuba.

"In a few months these Englishmen will own everything worth owning in Cuba, and the United States will continue to give them the necessary police protection for their possessions, whatever the future relations between this Government and Cuba."

"But how do Englishmen secure better privileges in Cuba than Americans?"

"They have the same right to go there they always had, and the English Consul sees that this is accorded them by the United States authorities. But Americans have no rights, simply because the Administration is sensitive about allowing Americans to profit by the conditions of the Cuban people while this Government holds the island in trust."

"What will be the outcome? Will Cuba be annexed?"

"It is difficult to say. We seem to have no policy regarding Cuba. We had such good luck in drifting on this question before and during the war that the Administration has adopted that as its policy. We ought to have had a policy before the war and we certainly ought to have adopted a policy toward Cuba after the war. But we have not. We are drifting and waiting for Cuba to drop into our lap, but it will not be worth anything by the time it drops. We should either annex Cuba and give it a civil government of our making or we should allow the Cubans to establish a government of their own. The Spaniards do not want the Cubans to govern the islands, and the Cubans resent having the United States compel them to live under the old Spanish laws, against which they rebelled. We could satisfy both if we ceased to talk about our obligations to Cuba and annexed the island. We shall only bind more mischief by continuing a military occupation in Cuba without doing anything ourselves or allowing others to do anything toward establishing a civil government in Cuba."

If what this major general says is true, this happy-go lucky administration of the drifting ways deserves to be kicked out of office at the first opportunity. It is hopelessly idiotic, OR the commercial, or Hanna part of it, is making money out of foreign concessions of one sort or another which does not find its way into the United States treasury.

A good deal of horror was manifested in some quarters at the OBSERVER'S expression of opinion a year ago that the administration was purposely "drifting" in its policy both in the Philippines and in Cuba; and that it was pursuing this course for a purpose disloyal both to American institutions and to the solemn pledges made to Cuba when Congress passed the Foraker resolution accompanying the declaration of war against Spain. Now that we have such distinguished company in our views as Boss Croker of New York, our critics, who dearly love a Boss, will no doubt view us with more toleration.

HARMONY OF THE RIGHT SORT.

Ever since the election of 1896 the small gold contingent that bolted and defeated the Democratic ticket in that year has been calling for harmony and a reunited party. That was an appeal which, on the surface, it seemed unreasonable to resist. Upon investigation, it invariably turned out that these reunionists meant that harmony should be secured by the repudiation of its principles by the majority which had not bolted. These bolters and their allies who remained, in one form or another, in the Democratic organization, possessed such a preponderance of newspaper strength that many of the weaker brethren concluded that there was bound to be some compromise of the platform of 1896 at the convention of 1900.

That undoubtedly was the prevalent opinion up to the very moment when Mr. Bryan hit Mr. Perry Belmont between the eyes for his impertinent invitation to his mongrel dinner last February. Ah, that was a staggering blow to many another beside Mr. Belmont! How many newspapers waited to catch their breath or to watch the effect before they applauded it? It wouldn't take long to count the other ones.

As we pointed out at the time, that settled the question both of the platform and of the nominee. There never was a more skillful political stroke, and yet it was the result, not of political acumen in the ordinary sense, but of the complete courage of his convictions which is Mr. Bryan's leading characteristic. Mr. Belmont had been a traitor to the party in the last election and his invitation in the name of Democracy was an act of colossal "cheek."

The result, however, was not to be attained without a contest, and accordingly we have been witnessing ever since the most adroit efforts to overcome the effect of Mr. Bryan's courageous act—efforts backed by the whole strength of the Republican party, though put forth immediately by the Republican Democrats.

Recognizing its importance we gave the Croker interview in full as soon as it appeared. Elsewhere we print some very interesting interviews which the Atlanta Constitution has been having with leading Georgians on this subject. The general view is that Mr. Croker simply voices the overwhelming sentiment of the Democratic masses in his own State and section, educated as these have been by a study of both Mr. Bryan and the platform for themselves.

It really looks now as if we are going to have harmony and of the Democratic sort.

POPULISTS ACCEPT THE DEMOCRATIC TICKET AND PLATFORM IN IOWA.

The Democratic and Populist State conventions were held on the same day (Wednesday) in Iowa. A good deal of speculation had been indulged in as to the outcome, the goldbug papers predicting that their faction would control the nomination and shape the platform. But the regular Democrats were in complete control, with the result that the Populists made no nomination but accepted the Democratic ticket in its entirety. They also adopted a platform similar to that adopted by the Democrats, which, after endorsing the Chicago platform "in the whole and in the detail," and favoring Mr. Bryan for the Democratic nominee in 1900, adds these planks on imperialism and trusts:

"We rejoice in the exalted sentiment and motive that prompted the government of the United States to take up arms in defence of the bitterly oppressed people of Cuba. But for the same reason we glory in the successful war against Spain, we deprecate and condemn the war against the Filipinos. We condemn the war against the Filipinos, believing it to have been inspired by Great Britain for the purpose of producing conditions that will force an Anglo American alliance, and we not only protest against the war and demand its termination by extension to the Filipinos of the same assurance given to the Cubans, but we record our deep seated antagonism to an alliance with Great Britain or any European power.

"We view with alarm the multiplication of those combinations of capital commonly known as trusts that are concentrating and monopolizing industry, crushing out independent producers of limited means and creating an industrial condition different from State socialism only in the respect that under socialism, benefits of production would go to all, while under the trust system they go to increase private fortunes. We demand that they be suppressed by repeal of the protective tariff and other privilege-conferring legislation responsible for them, by the enactment of such legislation, State and national, as will aid in their destruction."

It is understood that the goldbugs were so completely snowed under that they will not maintain a separate organization this year.

TO CURE A COLD IN ONE DAY
Take Laxative Bromo Quinine Tablets. All druggists refund money if it fails to cure. 25c. The genuine has L. B. Q. on each tablet.

A SHABBY LOT.

A New York special to a goldbug paper says that William T. Harrity, of Pennsylvania, called upon the superserviceable Mr. Willetts, of Alabama, who is running the so-called Van Wyck boom, and had a long conference with him at his hotel in New York. After Harrity left, Willetts gave out a statement for publication declaring that he "understood" that Mr. Bryan had been "negotiating" with Mr. Croker, and that the result was the Croker "flop" and Mr. Bryan's withdrawal of the silver issue in his speech in Iowa.

There is not a man living who can truthfully say that Mr. Bryan has "negotiated" with him or any one on any political subject. This Willetts is cautious enough to say that he "understood" so, but he does not say how, where, or from whom. Willetts appears to be something of an ass, but the man who had just left him, Harrity, is far from that. He will be remembered as Mr. Cleveland's chairman of the National Democratic Committee, the same who opened the session of the Chicago Democratic National Convention of 1896, and the identical person who thereupon turned traitor to the nominee and platform of that convention.

As to the silver issue, Mr. Bryan's Iowa speech contained a reiteration of his adherence to it.

The Republican Democrats are evidently growing more and more desperate. One of their latest devices is to print a story of Mr. Bryan's making his living by charging admission to hear his speeches (!!), and then pretending to defend his thus earning an honest penny.

A rather shabby lot are the Republican Democrats.

THE PRESIDENT'S DISLOYAL VIEWS.

A correspondent of Harper's Weekly has been interviewing Mr. McKinley at his Lake Champlain resting place.

"President McKinley," says this correspondent, "is convinced that he can put down the Philippine insurrection in a short time. He lays great stress on the prospect of a near ending of the war and is naturally looking to the future. The President believes that we should keep the islands, subject to Congressional action. This, to him, is inevitable. He does not want us to give up the islands. He thinks that we would be thereby not only abandoning our responsibilities, but that our action would be a confession of weakness, which would make us an object of derision among Europeans, and would assure the Oriental peoples that we are a nation quite unworthy of their serious consideration.

"And it is doubtless a desire of the Administration to increase our commerce in the East. The Philippines, so far as mere commerce is concerned, are not the great figure in the Pacific at which the President and his advisers are looking. The trade of China is an object for which American statesmanship is to struggle, and this appeals to none more than to the President.

"For these considerations the President believes that we shall retain the Philippines, keeping troops along the seacoast of the larger islands, and not retaining any single body of troops there longer than a twelvemonth.

"Although the President will probably say nothing in his next message concerning the future of the islands, and will content himself with recommendations looking to the speedy crushing of Aguinaldo," the correspondent has not the slightest doubt that "he would willingly go to the people on this issue, provided it could be put to them in the manner in which it presents itself to him.

"The President recognizes the necessity of beginning very soon to give to the Cubans the government of their own island. There is no intention, however, of making a sudden change, of calling a constitutional convention for the purpose of arranging at once a general scheme of government for the islands."

All of which is very disgusting to any properly-minded American. We have given our faith as a nation to the Cuban people to the effect that we entered into war with Spain to enable them to obtain the object of their revolt against that country, viz: specifically, independence. The President has violated that pledge.

The war-making power under our law, the Congress, has not declared war against our late allies, the Filipinos, yet the President is waging war against them. If there were a Democratic House, he would be impeached, and if there were a Democratic Senate he would be convicted and deposed. The pretense put forth by the President that we must lower the flag in defeat before the Filipinos, is of no weight. No one is calling for that. All that is necessary is simply to declare to the Filipinos that we mean to give them independence and the war will cease.

The Milk in the Kentucky Cocoanut.

A Lexington (Ky.) dispatch says:

Senator Lindsay was here last night in conference with several leading anti-Goebel men and with Republicans, and it may be so arranged that he can be returned to the Senate. At least an effort will be made to elect a legislature largely composed of Sound-Money Democrats and Republicans, and if the latter cannot elect a Senator they will fuse with the Sound-Money Democrats and elect Lindsay.

Rev. J. M. Yingling, pastor of the Bedford Street Methodist church at Cumberland, Md., says: "It affords me much pleasure to recommend Chamberlain's Colic, Cholera and Diarrhœa Remedy. I have used it and know others who have done so. I have never known it to fail. It is a sure cure when taken in time. For sale by B. E. Sedberry & Sons.

Bismarck's Iron Nerve

Was the result of his splendid health. Indomitable will and tremendous energy are not found where Stomach, Liver, Kidneys and Bowels are out of order. If you want these qualities and the success they bring, use Dr. King's New Life Pills. They develop every power of brain and body. Only 25c at E. E. Sedberry & Son's drug store.

Georgia Democrats on the Croker Interview.

Says the Atlanta Constitution:

Senator Clay and Judge Adamson, congressman from the fourth district, who came in from Washington yesterday afternoon, say that the Croker interview was the only thing talked about here on Monday.

"Not only on account of that interview, showing as it does that democracy is to present a united front, but for many other reasons the feeling at Washington is that the republican administration has lost a great deal of ground recently," said Senator Clay. "It is in the air, and you know those things are regarded as very significant by those men who study the trend of political events from the national capital. It is not democrats alone who feel this, but the republicans. * *

"The Croker interview? Why that is, of course, most significant," continued the senator. "It means in the first place that the democracy in New York is going to be in line with the party in the rest of the country. That is, of course, very important and will bring important results. But the real significance of Mr. Croker's talk, in my opinion, lies deeper. It shows that the democrats of the east have come to realize the manner of man Mr. Bryan is—something they have not realized before—and also that what he and the party are contending for is democratic. I have always contended that the masses of the people of the east would indorse the Chicago platform just as enthusiastically as the masses of the people of the south and west indorse it just as soon as they awakened to its real meaning. In 1896 they were scared by the cries of 'anarchy' and 'revolution' raised by the newspapers and the politicians that for their own selfish ends were deorying everything democratic. They did not stop to study the platform in the light of its real meaning, but accepted the interpretation put upon it by its enemies. That is a good many of them did. Since then they have had their eyes opened and Mr. Croker speaks for a great many people besides himself in what he says of the man who more than any other one man represents what that platform stands for. I firmly believe that the trend of events is in favor of the democratic party and that we stand an excellent show of electing our candidate for president in 1900."

Judge Adamson is even more enthusiastic. "Not only have we a good chance to overthrow republicanism, but I firmly believe we are certain to do it," said he. "All that Senator Clay says about the change of sentiment in Washington is true and I believe you are going to find not only a solid Bryan delegation from New York in the next national convention, but you will will find a united democracy making a winning fight right there in New York. Politics is uncertain business. The republicans have thought they had things in a swing, but they are beginning to realize that the swing is going the wrong way for their comfort. Before war was declared the trend of events was all in favor of the democrats; the war fever caused the pendulum to swing the other way, but now it is going back and it is because the people are beginning to realize that the administration is, as Mr. Croker has said, trying to run this war solely to keep the republican party in power. They know that proper handling of affairs out there in the Philippines would have prevented any war with the Filipinos and the republican party is going to be held responsible for that. I believe as firmly as I believe anything that the democrats will win in the coming campaign."

Colonel Livingston said: "Mr. Croker shows the political shrewdness which has always been so strong an ingredient in his character when he pays this tribute to Mr. Bryan. Mr. Croker is a man of the people himself and knows wherein their best interests lie. He has studied Bryan as the country has been studying him since the last election and he sees that Bryan is a man whose every heart beat is for the people. A great many other people besides the Tammany leader have had their eyes opened by this study of the great leader of democracy. In the campaign of 1896 their environment was such that they allowed themselves to be blinded as to the real meaning of the fight the party was making for the rights of the masses as against the aggrandizement of the classes, but now their eyes have been opened and the result will, in my opinion, have most important bearing upon the coming contest. I expect to see the New York delegation casting its votes solidly for Bryan in the convention and I expect to see an old time fight for New York's electoral vote with Tammany leading the van. While the environment is different, the democrats of New York have just as deep an interest in the triumph of the principles of the Chicago platform as the democrats of Georgia, and they will do their part to carry the banner of Bryan to victory in the great presidential contest. With a united democracy victory is practically certain."

Judge Bartlett, of the sixth district, in speaking of the effects of the Croker talk and especially of the democratic outlook, said:

"I have never had the least doubt about the nomination of Mr. Bryan even without the vote of New York, but Mr. Croker's talk is virtual assurance that the vote of the state will also be cast for the Nebraskan. * * To my mind the democratic outlook is getting hourly brighter and brighter and I believe with Bryan as the standard-bearer and standing squarely on the Chicago platform the party will win no matter how vast a campaign fund Mark Hanna may be able to get out of the trusts, of which the republican party is the parent and the defender. Things are coming our way, and it will be a blessed thing for this country when Bryan is elected and the thraldom of republicanism is thrown off."

THE SECRETS

of easy and almost painless childbirth are all told in a handsomely illustrated book entitled "Before Baby is Born," a copy of which will be sent free on request to every expectant mother. The book also tells about that truly great liniment known as
MOTHER'S FRIEND
which modifies all the distress, pain and danger of the period of pregnancy and insures rapid recovery.
Druggists sell Mother's Friend for $1 a bottle.
THE BRADFIELD REGULATOR CO., Atlanta, Ga.

Some Figures that Talk.

The Verdict

It took nineteen millions to put McKinley where he is. They say, if needed, he can have forty millions, eighty millions, all he will, to gain a second term. Their war plans are laid and made. They will waste neither time nor treasure on the individual voter. But registration is to be bought; for election day, judges are to be purchased. They will not change a Bryan vote. With "registration" wide enough, as counts proceed, McKinley ballots will be furnished by thousands to overcreep and top the utmost Bryan expression. That's what was done in '96. Bryan was elected then. Nor, to defeat him, did they count him out. The black Hannaites won by the simpler system of counting McKinley in. It made less noise; offered a narrower foothold to attack. Out of curiosity, if not for your instruction look to this: In 1892 Cleveland won, four years later Bryan "lost." Yet bend a glance to these tables, and some glint of the frauds which put McKinley where he is may then be glimpsed. Here are tables to show in sundry States the Cleveland vote, which succeeded, and the Bryan vote which found "defeat."

DEMOCRATIC VOTE FOR PRESIDENT.

	1892.	1896.
Illinois,	426 281	464 523
Ohio,	404.115	577,467
Indiana,	262,740	306,206
Michigan,	202 296	237,251
Iowa,	196 867	223.741
California,	118 298	144,766
Kentucky,	175,461	217,890
Minnesota,	100 920	139,735
West Virginia	84,467	92,927

Doesn't that speak trumpet-tongued of fraud? The same sable plot in every line which bore down Bryan in 1896 is to be relied on in 1900. There will be a shoreless ocean of money to bring McKinley through. Why shouldn't the money go? As mere investment without honor or conscience, dollars couldn't find a fatter, richer destiny.

A New Name for an Old Friend.

Durham Sun.

An exchange says that a large and constantly growing class is that of the "independent poor." They live well, dress well and appear prosperous. They have money to go on excursions and to attend entertainments, and some are prominent in church affairs. But let them get in debt to you and then try to collect it and you'll see where the "independent" comes in. All of which is true.

The Mint Julep.

Norfolk Virginian-Pilot.

Alas! for the Baltimore Sun! In a dissertation on the mint julep, and in a vain attempt to give it a worthy ascription of praise, it actually speaks of "drinking the julep"! and further on, in thanking a lady of Virginia, who lives near Harrisonburg, who offers him a Virginia "ham dinner," embellished with a sure-enough mint-julep, it says: "In an imaginary mint julep the Sun drinks her health and wishes her long life and abundant happiness." The Sun paper evidently means well; but to speak of the julep as a drink and to offer to drink it, is a desecration of a harmony, symposium and confection of nectoral sweets, blended beauties of color and exquisite odors, that is an inspiration and a beatitude to every imbiber. That the lady herself speaks of it as a drink is no palliation of the Sun's offence; for ladies are not expected to be familiar with the language of julepers and other bibbers.

But just think of drinking a mint-julep! Men drink beer and whisky, but bees do not drink honey; nor do infants drink the lacteal fluid from their mothers' breasts; and neither does the sun drink the honey-dew which the flowers exhale. We absorb a mint-julep; we inhale it; we inspire it; we imbibe it, with its natural straw; but drink it—faugh! We at once inhale, absorb and gently diffuse it through our physical, mental, moral and spiritual being until we and bliss are one!

TO CLEANSE THE SYSTEM
effectually yet gently, when costive or bilious, to permanently overcome habitual constipation, to awaken the kidneys and liver to a healthy activity, without irritating or weakening them, to dispel headaches, colds, or fevers, use Syrup of Figs, made by the California Fig Syrup Co.

DeWitt's Little Early Risers,
The famous little pills.

SYRUP OF FIGS
ACTS GENTLY ON THE
KIDNEYS, LIVER AND BOWELS
CLEANSES THE SYSTEM
DISPELS COLDS EFFECTUALLY
OVERCOMES HEADACHES & FEVERS
HABITUAL CONSTIPATION PERMANENTLY
TO GET ITS BENEFICIAL EFFECTS.
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LOUISVILLE, KY. SAN FRANCISCO, CAL. NEW YORK, N.Y.
FOR SALE BY ALL DRUGGISTS. PRICE 50c. PER BOTTLE.

EVIDENCES OF PREHISTORIC CIVILIZATION.

Col. McMillan Gives Us Another of His Learned and Interesting Letters.

On the west side of Cape Fear river in Cumberland county is Murphy's Swamp which was uncleared till about forty years ago when it was purchased by the late David Murphy. In cutting a canal through this swamp, in 1858, a route was selected so as to avoid the large timber and it happened that the route selected was an ancient crossing. Puncheons, buried several feet under the soil, had to be removed for a considerable distance, Along this ancient crossway large trees were growing several centuries old, and in the bark of several were cut the names of parties who found a refuge there in troublous Revolutionary times. There was no tradition respecting this crossing which evidently was constructed hundreds of years ago. The question occurs, who built that crossing?

On Little Rockfish Creek, near the present Hope Mills No. 2, there is an old mill site with remains of the ancient dam across the creek. Another mill seat is reported at a point nearer to the river. There is no tradition existing now as to the builders, and, at the earliest occupation of this region by the white settlers, these things were objects of wonder as to their origin.

There is no record of any settlement of this country earlier than 1729, yet the early settlers saw evidences of previous occupation by civilized people. We have before called attention to an interesting ruin which stood on a hill about one mile southwest of Hope Mills No. 1 built of stone, and the dimensions were probably 100 by 60 feet. The walls were standing to the height of several feet in 1836 when the material was removed by the Rockfish Manufacturing Company then organized, and formed the basement of the mill destroyed in 1865 by General Sherman. The present mill, No. 1, was built on the old foundation, and the rocks that once formed this interesting ruin can be seen today at the eastern end near the creek. The walls of rock were called "Indian Walls," and the frequent burial places in the vicinity were called "Indian Mounds." We have examined many of these mounds, and the crania found therein are certainly of Caucasian type. In Nott and Gleddon's Types of Mankind the singular fact is stated that only one skull had been found in their examination of mounds that bore any resemblance to that of an Indian. Two mounds are generally found in close proximity to each other, and on opposite sides of some stream. Four mounds were examined by this writer in Sterlings Mills Township in Robeson county, and the skulls found there were undoubtedly Caucasian in type. The skeletons found showed that the bodies were buried face downward. The skulls exhumed crumbled rapidly on exposure to the air but exhibited high intellectual development. Burial of the dead is some evidence of civilization.

If we can have any faith in Irish, Welsh and Arabic chronicles which have been published within recent years this country was visited and occupied by Europeans or other races superior in intelligence to the Indians who were found here. The truth of the Norse Records has been verified by the discoveries in Greenland and on Woman's Islands and why should we not credit the accounts of voyages along the Atlantic coast? Welsh speaking Indians were found in South Carolina in the 17th century by an early missionary. Bartholomew Columbus, the brother of Christopher, wrote a letter to King Henry the VIIth of England in which he alludes to this western land which he calls the "Red Land" (Rubra Terra). This letter was written in 1480, twelve years before Christopher sailed on his memorable voyage. The Basques sent fishing vessels to the coast of New Foundland in the eleventh century and it is claimed that Columbus obtained a knowledge of this western land while on a visit to Iceland.

This writer has an Iron hatchet found in Lumber Bridge township, buried under several feet of earth, and evidently of great age. This was presented by Major J. A. P. Connelly and is well preserved. It is remarkable that the stone implements found here are like those found in Swiss lakes and in bone caverns in France and Germany. Chalk flint is found on the cliffs of Dover in the upper strata but is not found, so far as this writer knows, at any point nearer to North Carolina. A specimen of chalk flint rock was found in close proximity to an ancient mound near Floral College. Another was found in Cross Creek and now in possession of Dr. McNeill. In both these specimens, arrow points had been clipped off. The existence of arrow heads in North Carolina, precisely like those found on the British Isles, would indicate intercourse between the continents in bygone times.

What people worked the mica and silver mines in western North Carolina before the recent occupation by white men? What people left these "footprints in the sands of time?"

H. McMILLAN.

During the civil war, as well as in our late war with Spain, diarrhœa was one of the most troublesome diseases the army had to contend with. In many instances it became chronic and the old soldiers still suffer from it. Mr. David Taylor of Wind Ridge, Greene Co., Pa., is one of these. He uses Chamberlain's Colic, Cholera and Diarrhœa Remedy and says he never found anything that would give him such quick relief. It is for sale by B. E. Sedberry & Sons.

One Minute Cough Cure, cures
That is what it was made for.

Lazy Liver
"I have been troubled a great deal with a torpid liver, which produces constipation. I found CASCARETS to be all you claim for them, and secured such relief the first trial, that I purchased another supply and was completely cured. I shall only be too glad to recommend Cascarets whenever the opportunity is presented." J. A. SMITH, 2930 Susquehanna Ave., Philadelphia, Pa.
CANDY CATHARTIC
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TRADE MARK REGISTERED
REGULATE THE LIVER
Pleasant. Palatable. Potent. Taste Good. Do Good. Never Sicken, Weaken, or Gripe. 10c. 25c. 50c.
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Sterling Remedy Company, Chicago, Montreal, New York. 220
NO-TO-BAC Sold and guaranteed by all druggists to CURE Tobacco Habit.

Does the Baby Thrive
If not, something must be wrong with its food. If the mother's milk doesn't nourish it, she needs SCOTT'S EMULSION. It supplies the elements of fat required for the baby. If baby is not nourished by its artificial food, then it requires
Scott's Emulsion
Half a teaspoonful three or four times a day in its bottle will have the desired effect. It seems to have a magical effect upon babies and children. A fifty-cent bottle will prove the truth of our statements.
Should be taken in summer as well as winter.
50c. and $1.00, all druggists.
SCOTT & BOWNE, Chemists, New York.

RESOLUTIONS OF RESPECT.

Whereas, it has pleased Almighty God to take from our midst the soul of Bro. E. D. Page, who departed this life August 4th, 1899; therefore be it resolved,

1st. That in the death of Bro. Page Cape Fear Council, No. 15, Jr. O. U. A. M. has lost one of its most active and useful members.

2nd. While we were grieved to give him up, yet we would bow in humble submission to the will of Him who makes no mistakes

3rd. That these resolutions be spread upon our minutes, a copy be sent to the American Sentinel, the State Organ of our Order, and the Daily OBSERVER for publication and to the family of our deceased brother.

C. D. HALL,
W. B. MALLOY,
E. J. H. KENNEDY,
Committee.

DeWitt's Little Early Risers expel from the system all poisonous accumulations, regulate the stomach, bowels and liver, and purify the blood. They drive away disease, dissipate melancholy, and give health and vigor for the daily routine. Do not gripe or sicken. King Bros.

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One size smaller after using Allen's Foot-Ease, a powder to be shaken into the shoes. It makes tight or new shoes feel easy; gives instant relief to corns and bunions. It's the greatest comfort discovery. Allen's Foot-Ease is a certain cure for ingrowing nails, sweating, hot, aching feet. Trial package FREE. Sold by druggists, grocers, shoe stores and general storekeepers everywhere. By mail for 25 cts. in stamps. Address, Allen S. Olmstead, LeRoy, N. Y.

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$1.95 BUYS A $3.50 SUIT

3,000 CELEBRATED "KANTWEAROUT" double seat and double knee. Regular $3.50 Boys' 2-Piece Knee-Pant Suits going at $1.95.
A KNEE PANT SUIT FREE for any of these suits which don't give satisfactory wear.
Send No Money. Cut this Ad. out and send to us, state age of boy and say whether large or small for age, and we will send you the suit by express, C.O.D., subject to examination. You can examine it at your express office and if found perfectly satisfactory and equal to suits sold in your town for $3.50, pay your express agent our special offer price $1.95 and express charges.
THESE KNEE-PANT SUITS are for boys from 4 to 15 years of age, and are retailed everywhere at $3.50. Made with double seat and knees, latest 1899 style as illustrated, made from a special wear-resisting, heavyweight, ALL-WOOL Oxford cassimere, neat, handsome pattern, fine serge lining, Clayton patent interlining, padding, stayed and reinforced, silk and linen sewing. Our tailor-made throughout, a suit any boy or parent would be proud of. FOR FREE CLOTH SAMPLES of Boys' Clothing (suits, overcoats or ulsters), for boys 4 TO 19 YEARS, write for Sample Book No. 906, contains fashion plates, tape measure and full instructions how to order.
Men's Suits and Overcoats made to order from $5.00 up. Samples sent free on application. Address,
SEARS, ROEBUCK & CO. (Inc.), Chicago, Ill.
(Sears, Roebuck & Co. are thoroughly reliable.—Editor.)

THE OBSERVER.

THURSDAY.....AUGUST 24, 1899

E. J HALE, Editor and Proprietor.

E. J. HALE, Jr., General Business Mang'r

Established in 1825 by E. J. Hale, Sr.

FAYETTEVILLE N. C.

FOR PRESIDENT OF THE UNITED STATES IN 1900.

WILLIAM J. BRYAN.

"Where the gold Democrats are numerically weak they will profess to accept the platform, but will oppose every plan that is calculated to bring success to the platform."—William J. Bryan to National Committeeman C. S. Thomas, of Colorado.

JUDGE CLARK'S GREAT SPEECH.

With our afternoon daily edition on Thursday last we issued a supplement containing Judge Clark's speech delivered before the national convention of railroad commissioners at Denver, Colorado, on the 12th instant. It should also have gone out with our weekly edition issued that morning, but was not ready in time, We therefore send it with this week's weekly, though dated the 17th. We trust that every one of those who received it with the daily has read it carefully, or at least has preserved it. In the latter case, as well as in the case of those who receive it this week, we advise that it be read without further delay, for it is what we have pronounced it in the heading to this article, "a great speech"—a form of commendation which we have adopted, notwithstanding its frequent and most unjustifiable abuse, because in this case it is the literal truth.

Indeed, we know of no subject which concerns the people in greater degree, nor one which has been treated with more consummate ability. To the average man it is a subject apparently so complex as to repel the study of it. That is because many of those who have undertaken to expound it are interested in preserving its condition as an abstruse science, and because the others, so far as we have observed, have failed to take hold of it by the right end. Under Judge Clark's powerful analysis, it becomes as simple as an every day matter of business, while his unfailing sympathy with the wrongs of the people has evidently stimulated him to his best in a matter in which those wrongs have found almost their chief expression. Under such influences he has produced a paper irrefutable in argument and so fascinating in style that he who begins to read it will not lay it down until he has finished the last line.

In order that the reader may not fall into the egregious error of supposing that Judge Clark represents a client hostile in any degree to the railroads as such—an attitude which the mistaken friends of corporations so often ascribe to real conservatives like Judge Clark—we venture to quote his masterly and significant summing up, which was in these words:

"To sum up for the client you have assigned me: He is just and moderate. He asks no unjust reduction in rates, nor that any undue share of taxation be placed upon the railroads. He knows that he gave these corporations the breath of life and that by aid of his right of eminent domain they have laid their tracks. He knows that private and public subscription to their construction have been often submerged by reconstructions and other methods and that these great corporations are nearly all owned by non-resident bankers—usually in London and New York. My client demands that discriminations be stopped, whether secret rebates of freight or free passes or donated mileage books. He demands a just modification of freight rates and especially of those South of the Ohio, which the Inter-State Commerce Commission has adjudged excessive, and that passenger rates should be reduced to something like the rates in other countries, without special privileges to any. He demands that these corporations shall take their hands off our politics and leave the people free to select their own public servants, and that the process of federal judges, whether appointed by corporation influences or not, shall not be prostituted to defeat public control or the assessment of law of their property for taxation.

"He would be glad to see the telegraph, telephone and express (or Parcels Post) made a part of the Postoffice as in other countries, or, failing in that, secure a just reduction of their rates by your Commission. He asks that safety appliances and moderate hours of labor for employes be required in order that the present annual casualty list of 40 to 50,000 killed and wounded may be diminished.

"In these demands there is nothing unjust. Railway managers should gladly and frankly concede them. If so, the utmost harmony will prevail. But be assured, nothing less than these things will satisfy the great American people.

"It was Marie Antoinette of France who, when told that the people were demanding the removal of abuses, gave the historic answer, 'Rulers should pay no more attention to the clamors of the people, than the moon to the baying of dogs.' She learned later that an absolute monarchy with a thousand years behind it was not as strong as the demands of a people for justice.

"It was a railroad king in this country who, when the dissatisfaction of the people with his rates and his management, was reported to him, replied with brutal frankness: 'The people be d—d.' Let us hope that there be few like unto him, for there is nothing stronger than a wrong unredressed when a great people is the sufferer."

THE KEYNOTE OF THE RAILWAY PROBLEM.

Speaking to his audience—the convention of railway commissioners—at the outset, Judge Clark struck the keynote of the railway problem, as its injudicious friends have caused it to be presented to the people at the present day, in these words:

"There are few men to whom more important interests are confided than you, upon whom rest a people's hopes for the regulation of the great transportation business of this country. Upon your success in the discharge of that duty awaits the public decision whether we shall rest content with this form of regulation, or whether, slowly it may be, or suddenly it may be, but in either event reluctantly, the people shall be forced to take over the ownership of railroads as the sole solution of one of the greatest problems which now vex the public mind."

Further on, hear these clarion notes:

"Speaking for this client you have assigned me, I shall not say that he desires government ownership. On the contrary I think he does not—as yet. He is patient. He is conservative. He has government control, without ownership, on trial. He is watching it closely; I may even say, doubtfully, but he will give it a fair trial. If it succeeds, so much the better. If it shall fail, he will be heard from further. Let it not be thought that there are limitations upon his power, for from ocean to ocean and from earth to sky, this land and all that in it is, are his. He conquered it with his blood. He created it with His labor and has defended it with His life. As to Constitutions, He made them and He can make others when He deems that justice to Himself and to those dependent upon Him, shall require it. Justice has ever been the attribute of the race to which He belongs, and conservatism His companion, but He can move. He moved at Bunker Hill and an historic flag, the flag of his fathers for long centuries, disappeared from his shores forever. He moved at Philadelphia and a new form of government, alien to the traditions of the race, took its place among the nations to abide forevermore. I shall therefore, as far as I am able, point out to you a few of the views of this client, some of the causes of complaint which he has told me he has under the present system of government control and which possibly may be remedied without calling in government ownership; and I take it this is what you wish to hear."

THE LIFE ARTERIES OF THE REPUBLIC.

Here is an apt lesson from Rome:

"From the golden mile stone in the Roman Forum radiated those magnificent roads which to this day tell how Rome built for the ages. Along them poured the tide of the Republic's and the Empire's commerce; over them tramped her legions, and as the God Terminus successively removed further and further the limits of her domains, these magnificent viaducts carried to the remotest verges the arts, the literature, the laws, the civilization that was Roman. Indeed her roads made possible the vast extent of her dominion and bound together for so many centuries so many countries in that Roman Peace which created and maintained the civilization and the learning without which humanity would not occupy the advanced stage that it does today.

"Suppose for a moment that those Roman roads, the arteries of the empire, had been owned by private companies of millionaires; that not a wheel could roll nor a man move along them, nor even the legions, except on terms dictated by the corporations; would not those corporations have had the empire by the throat? Would they not have appointed consuls and proconsuls, every senator, every general and every judge? They would have been the government.

"A greater than Rome is before you. In these United States the 190,000 miles of iron way are no less the life arteries of the Republic. Along them pours a tide of travel, of freight, of wealth far beyond what the Roman ways, even those nearest the capital, ever witnessed. Indeed, though our railway system dates back only seventy years, over any one of our many great through lines the volume of freight and travel exceeds that of the entire world a century ago. It is needless to say that the control of this immense power must be in the government, that is in the people, for with us the government is still, in theory at least, the people."

THE RIGHT OF CONTROL.

Upon the general subject of the right of the people to control the railways, he said:

"The Supreme court of the United States held in the Granger cases (Munn vs. Illinois, 94 U. S.) and has reiterated in many a case since that time out of mind the control of common carriers and their regulation as to rates and in all other matters, rested in the government. 'Though in this country transportation by railroad is carried on by private corporations,' said the Inter-State Commerce Commission in their last report (1899) to Congress, 'it is essentially a government function. This appears from the necessary conditions of railroad construction. It is a universal maxim that private property can not be taken for private uses, but only for the public use. Yet no railroad can be built without the appropriation of private property. It equally appears from the relation of the carriers' business to the community. A merchant may sell to one customer for one price and to another customer for another price, as best subserves his interest, without violating any sense of right and wrong, but it is universally felt that the rates of public transportation should be uniform to all. The railway is, from its very nature in respect to the greater part of its business, a virtual monopoly. If the business of transportation is essentially a government function, then the government must see that it is properly discharged. If it is in essence a monopoly, then it must be regulated. The two things, of necessity, go hand in hand.'

"This is a very clear statement of the proposition. Railroads can only be constructed by reason of having rights of way condemned for them as a public use, and being a public use, they are necessarily subject to public regulation. Indeed, the fact that you sit here, that we have an Inter State Commission and that thirty-four States or more have their Railroad Commissions, is conclusive that the sovereign, of whom the Supreme Court of the Union and of every State, is merely an agency—the sovereign people—have decided once for all that these iron horses shall be bitted and bridled. The sun will not, cannot, go back a single degree on the dial at Ahaz. Mr. Ingalls, President of two great systems, in his address to you last year, frankly said: 'Regulation by the people has come to stay and a railroad manager who does not recognize that fact is a back number.' He further said that the mass of railway managers fully recognized the permanence of public control and regulation and were earnestly seeking a solution of the difficulties attendant upon it."

THE CAUSE OF ALL THE TROUBLE IS LAWLESSNESS.

Here is a blow between the eyes for Simonton and his kind:

"No one can doubt that if all railway managers loyally accepted the yoke of the law, all questions of differences between railways and people would be fairly settled by these boards provided by the law for that purpose. It is because many managers do not accept it but resort to injunctions (often issued by their former attorneys, promoted to the bench) to set aside rates, regulations and tax assessments made by your commissions that the present unsatisfactory condition of affairs exists."

THE McKINLEY PRESS WAKED UP.

We observe that some of the McKinley papers, unable to reply to Judge Clark's arguments, are trying to make it appear that he misrepresented North Carolina's condition. Let them publish his speech, so that their readers may see for themselves how effectually he plead for North Carolina and the South, which he showed to be unjustly discriminated against in freight and passenger rates. They dare not let the Democratic position be seen, if they can help it, preferring the recourse of the lawyer with a bad case—abuse of the plaitiff's attorney.

STRAINING AT A GNAT.

One of the sad traits of human nature is its proneness to yield its reason to prejudice. One of the very ablest of our contemporaries—perhaps, if we take it all in all, the ablest American newspaper—is the Baltimore Sun. Yet we find that journal apparently incapable of recovering from the intellectual lapse which seduced its usually logical mind, in 1896, from the paths of Democracy and caused it to cast the great weight of its influence into the enemy's side of the balance.

It is now calling upon Mr. Bryan to explain what he meant by saying that the Federal government alone has the power to deal with the trusts, and invokes against him the Jeffersonian doctrine of the reserved rights of the States. Of course Mr. Bryan never said what the Sun imputes to him, and in the way it quotes him. When he said that the States will never extinguish the trusts so long as they "are bidding for the dishonor of being the spawning ground of trusts," he referred to such States as New Jersey which chartered trusts for interstate business. Nothing but the Federal government can deal with that. The Federal government is supreme in its sphere. The Jeffersonian doctrine is that it is *strictly limited* to its sphere. The other, or modern Republican, doctrine is the reverse, viz: that it possesses all rights not expressly prohibited in the Constitution.

Let the Sun apply the Jeffersonian doctrine to the gold and silver question and where does it find the warrant for suppression by the Federal government of one of the money metals expressly enjoined upon the States?

The Sun is guilty of the biblical form of inconsistency described as straining at a gnat.

TRIBUTE TO A NOBLE SOLDIER.

We recently had occasion to refer to the good work which General James H. Lane had done for North Carolina in his controversy with General Harris, "of Mahone's Division," General Lindsey Walker and others who attempted to claim the glory of the magnificent defense of Battery Gregg on the 2d of April, 1865. General Lane in his splendid articles on the subject, published in the Southern Historical Society's Papers, proved beyond the power of successful controversion that the heroic defenders of that doomed outwork were chiefly Lane's North Carolinians, though there were a few of Harris's Mississippians there and some of Lindsay Walker's artillerists—the artillerists, it may be said, of course.

On the South front of the lines defending Petersburg in the winter of 1864 65, there was, first, the regular line-of-battle trenches; then, behind them, a series of detached redoubts, of which Battery Gregg was one; and then, back of them, the heavy inner line, accentuated here and there by such massive works as the famous "Battery 45." In the general scheme of the disposition of the army, in those parts, when the anticipated breaking of the attenuated line of battle should occur, Lane's Brigade had orders to fall back upon Battery Gregg, and then upon Battery 45. That was what was done when the breaking of the line occurred on the 2d of April, and the fact that some of Harris's men got into Battery Gregg, instead of into a battery further up the line intended for them, was largely an accident. All of this General Lane showed, and he thus secured for North Carolina her proper credit in one of the most picturesque as well as one of the most gallant and famous actions of the whole war. [It was, by the way, from Battery Gregg that Color-bearer James W. Atkinson, of the 33d, made his wonderful escape, saving his colors, which once or twice he turned around to wave defiantly at the enemy—a feat that was eagerly watched by both armies, our people welcoming him with cheers as he entered the inner line in safety.]

GENERAL LANE ON GETTYSBURG.

We are led to these reminiscences by the numerous evidences which this writer has discovered, in the course of some recent historical researches, of the large part which General Lane has played in rescuing the fame of North Carolina from the unfriendly hands which had been dealing with her history. In the article recently published by us, referred to above, we quoted General Lane's expression of gratitude to the State which had supplied the soldiers whom he commanded and who had given him promotion after promotion. He has certainly repaid the obligation many fold. The fact that he is a Virginian and that he has written his defenses of North Carolina from his home in Virginia, or later from his home in Alabama, in each case entirely separated from North Carolinian influences, has added much to the value of his testimony in the eyes of the outside world. Since then the official documents, published by the government, have confirmed all that General Lane had brought so convincingly to the public attention; but these are a sealed book to the average reader.

Here is an extract from one of the many articles on the subject which patriotic Dr. Kingsbury has written in the Wilmington Messenger, which we find among the papers referred to:

The Richmond Dispatch warmly praises a recent speech made by Gen. James H. Lane at Auburn, Ala. It says:

"It was valuable for the facts it contained, eloquent in its simplicity, and pathetic in its unstrained description of the youth of the South leaving their schools and colleges and taking up arms in 1861. It was in fact, the speech of a soldier—simple, direct, modest, true."

Gen. Lane commanded a North Carolina Brigade, of which he was justly proud, and which cherished for him a tender regard and high confidence, and after the war he resided in Wilmington and taught school. We were sorry when he left. He made many friends here who became warmly attached to him. He is one Virginian who has ever done full justice to North Carolina troops in Virginia, even including Gettysburg, about which so much pertinacious lying has been done.

He certainly aided very greatly the defense of North Carolina at Gettysburg from the assaults of the Pickett worshippers which Messrs. Hale and Saunders published some years back.

There is a fine portrait of General Lane in the State Library at Raleigh, and the people of his native county (Matthews, Virginia) have placed one on the walls of their court-house. He has received numerous honorary degrees (Ph. D, LL. D., &c.) from a number of the great universities.

Finally, there are a few soldiers of the Light Division still living who recall the memorable scene, after Branch's death at Sharpsburg, when Stonewall Jackson, holding Lane's hand in both of his, said: "God bless you Lane! You are the only one recommended for the vacancy *through military channels*, and you will be promoted in spite of the politicians." The government's "Records of the War of the Rebellion" contain General Lee's letter to the Secretary of War insisting that Lane, and not a political general not of the brigade, should receive the promotion to the vacant place; and the petition of that fighting brigade itself and the recommendation of A. P. Hill. At the close of the great struggle, President Davis wrote of Lane: "Endeared to me as he is by his services to the South when he was the youngest Brigadier in the Confederate army, I admit that I feel a *warm interest* in his success, not for himself only, but also as a good example for the youth of the State I love so well." Again: he often commanded the famous "Light Division," and, except for Grant's beginning his active operations in the winter of '64-'65 earlier than was expected, he would have been promoted to the permanent command of it.

It is well for North Carolinians to remember these things, for the brave "Little General," though not now of us as he should be, is always with us in spirit as he has been in every considerable effort made since the war to defend North Carolina's name and fame.

WASHINGTON LETTER.

From Our Regular Correspondent.

Washington, August 21, 1899.

If the administration follows its present method of showing its confidence in General Otis to its logical conclusion, there will be a new commander in the Philippines before the fighting campaign opens. It began to show its confidence in General Otis, who had continually declared that 30,000 men were all he needed, by issuing the necessary orders to make the full strength of the army in the Philippines 40,000 men; then it was decided to make it 50,000, and the orders under which the ten new regiments are being recruited will raise the number to 63,000. To be logical the next order should make a new commander for this large army. The proceedings in connection with the order to recruit these last ten regiments which, by the way, will almost bring the volunteer army up to the limit set by Congress, were an object lesson in the wishy-washy policy which this administration has so often adopted. At first it was positively denied that the order would be issued at all; then it was said that the regiments would be raised, but would merely be held as a reserve, and at last, when it could no longer be hidden, it was acknowledged that arrangements had been made to land the last of them at Manila about the first of December, which means that they will leave San Francisco early in October.

The sending of a big army to the Philippines is a political play on the part of the administration. This is recognized by all close political observers. The opinion of Colonel W. E. McLean, of Indiana, who was Deputy Commissioner of pensions under the Cleveland administration, and who is now in Washington, on his way to the G. A. R. encampment, to which he is a delegate at-large, is that of thousands, regardless of politics. He said: "One thing is certain; if the Philippine war is not ended before the presidential campaign comes on, it is good bye to President McKinley. The war over there is fast growing in unpopularity. The policy of expansion is opposed by a great many western republicans, and the democrats are nearly a unit against it." Speaking of politics in his own State, Colonel McLean says: "The Indiana democrat who is not for Bryan and the Chicago platform is a man without a party, and his position is so lonesome that he almost feels as though he had no country." The Colonel knows, as he was that sort of a democrat himself in 1896.

There is a paragraph in an official report just received by Surgeon General Sternberg from Major John R. Hoff, Chief Surgeon of the Military district of Porto Rico, which is not calculated to make new shouters for imperialism among the thoughtful. In considering this very serious matter, it should not be forgotten that Porto Rico is the healthiest of our new Island possessions. Major Hoff speaks of the alarming prevalence of disease among our soldiers over there. He also points out the danger of returning soldiers spreading tropical diseases at their homes, a danger which Great Britain has found to be of the gravest proportions in her experience with her tropical possessions. Something like this had been said before, but it was hooted down as the talk of an alarmist. It begins to look as though the man who said, "the more you know about the tropics the less you desire to have to live there," was about right.

According to high republican authority, Alger was never a real candidate for the Senate and his announcement to that effect was made after a full understanding with Mr. McKinley, solely for the purpose of preparing a reason for his resignation from the cabinet. This may or may not be true, but the announcement several days ago by Mr. Alger that he was entirely out of politics, seems to bear out the story. There has been so much republican trickiness in Washington that one is never surprised to discover something new in that line. The Hanna-McKinley crowd seem to prefer doing even the most simple things in a mysterious way. According to the above mentioned republican authority, "The real truth is, probably, that the change finally in the war Department was compelled, not so much by the bitter opposition to General Alger personally as to the necessity confronting the administration of infusing new vigor into the war in the Philippines, which was languishing beyond the period set for its successful conclusion."

Hope Mills Items.

Hope Mills, N. C., Aug. 21, '99.

Miss Addie West, of 71st, has been visiting relatives here and at No. 2. She returned home Saturday.

Mr. J. H. Rogers, stenographer for the Hope Mills Manufacturing Company, went up to Sanford Saturday to spend a week with his father and sister. John was not very well; we hope the trip and visit will do him good.

The many friends of Mr. W. D. Campbell and wife will rejoice that the A. C. L. railroad will keep Mr. Campbell as its agent here. A man of his business qualifications and obliging disposition is always in demand. We are sorry the business here does not justify the company in keeping two agents. Mr. W. L. Whitaker, A. C. L. agent before the consolidation of the two roads, has been in our town only a short time, but during that time he and his most estimable wife have made many friends. They go to Lake city.

Mr. Judd Davis fell on some timbers Saturday and was badly hurt. He is better today.

The alarm of fire is not often heard in our town. Last night about 9 o'clock the alarm was given and caused quite an excitement. It turned out to be nothing more serious than a lamp explosion at Mr. J. B. Webb's. A table was burned—no other damage.

Z. B. NEWTON.

Red Springs Items.

Red Springs, Aug. 19, 1899.

Confederate Veterans' Reunion at Antioch yesterday—about 1,200 present; good dinner; pleasant social gathering; grand addresses by Hon. J. H. Currie, of Cumberland, and Hon. D. H. McLean, of Dunn. As your excellent paper published D. H. McLean's fine address at Fayetteville, hope you will also publish Mr. Currie's. It contains much valuable information and upholds the honor, pride and dignity of the State. Both were highly complimented.

Red Springs, Aug. 23, '99.

R. W. Livermore returned yesterday evening from an enjoyable stay at Wrightsville, where a party of Red Springs people have been for some time. Major G. H. Hall and party are at Carolina beach.

Major Sully, of Rockingham, is here and says crops are cut off about one half in his section on account of drought, and that crops about here are the best he has seen.

B. B. Townsend is placing brick for new brick stores with offices overhead. S. R. Townsend is preparing to build.

DUBLIN ITEMS.

DUBLIN, BLADEN CO., N. C., August 19, 1899.

I think "Scotch Lassie's" suggestion as to the delinquency of the correspondents a good one. They should all send in weekly notes of the happenings in their respective communities, but the principle trouble in this section at present is getting any news worth printing.

The Bladen County Sunday School Convention held its session at Bladenboro Presbyterian church Thursday, August 10th. I hear that speeches were made by Prof. John Duckett, of Lumberton, Rev. A. McFadyen, of Clarkton, and others.

The Farmers' Institute, at Clarkton, August 10th and 11th, was well attended.

Ex-Sheriff, ex-Clerk of the Superior Court, ex-Representative of Bladen county, ex-Treasurer of the N. C. R. R., W. J. Sutton has been appointed Deputy Collector of Internal Revenue for this district to succeed J. B. Holland, of Dunn, resigned.

The Tobacco Warehouse, at Clarkton, opened under very favorable circumstances July 25th. It is owned by Messrs. O. L. Clark, N. A. Currie and Hon. George H. Currie.

D. C. McDuffie, who has been in Lyons, Ga., for some time, returned home a few days since.

Mr. J. W. Edge and wife of Alderman, N. C., visited relatives here last week.

Solicitor McLean is attending court in Whiteville, Columbus Co., this week. M.

JESSUP SAYINGS.

JESSUP, N. C., Aug. 19, 1899.

Mr. Angus Gilchrist, of Cameron, is visiting Mr. C. G. Wadsworth.

Prof. J. H. Hill, of Statesville, is visiting Capt. E. J. Harrington.

Crops have suffered severely from a very heavy wind that has been blowing for four days.

Several parties from Mecklenburg county are prospecting in the community with a view to settling.

Mr. W. C. Willcox has purchased a new saw mill and will locate it near his home.

Dr. Covington, of Rockingham, is to take charge of the practice vacated by Dr. K. M. Ferguson, with office at Cameron.

We regret to learn of the illness of Mr. John Tyson. DONTON.

The signature of the commanding General at Manila to a war bulletin of victory is now pronounced "O'tien't!" —says the Norfolk Virginian-Pilot.

The soothing and healing properties of Chamberlain's Cough Remedy, its pleasant taste and prompt and permanent cures, have made it a great favorite with the people everywhere. For sale by B. E. Sedberry & Sons.

Thomas Rhoads, Centerfield, O., writes: "I suffered from piles seven or eight years. No remedy gave me relief until DeWitt's Witch Hazel Salve, less than a box of which permanently cured me." Soothing, healing, perfectly harmless Beware of counterfeits. King Bros.

Beauty Is Blood Deep.

Clean blood means a clean skin. No beauty without it. Cascarets, Candy Cathartic clean your blood and keep it clean, by stirring up the lazy liver and driving all impurities from the body. Begin to-day to banish pimples, boils, blotches, blackheads, and that sickly bilious complexion by taking Cascarets,—beauty for ten cents. All druggists, satisfaction guaranteed, 10c, 25c, 50c.

Tar Heel-Tenens.

Correspondence of the Observer.]

The arrival of the OBSERVER is always an occasion of eager expectation. We, of the dispersed, are ever glad to get the news from the home land, as we have to remember the land of our fathers, and what could be more refreshing—especially to one of old Scotia's son's—than a weekly letter from a genuine "*Scotch Lassie!*" whose faithfulness is to be commended to the other OBSERVER correspondents; or what could be more interesting than our friend "Donton's" notes from Jessup, doubly interesting since they are from *Jessup*? But my purpose was to write about "Tar Heels" I've met in rambling over a small part of the Lone Star, and not to eulogize these worthy young friends.

The population of Tex is a conglomeration, people coming from every Southern, and many of the other States, enter into the mixture. I have met fewer Georgians, perhaps, than those of other States. The "Goober Grabbers" are not much to rove, but prefer to cultivate their native heath; and the fact that their's is the "Empire State of the South," shows the patriotism as well as the wisdom of their cause. Let me stop here long enough to call attention to one great son of Carolina, that many of us may have overlooked. You all know, dear readers, the story of the old "Alamo," that old fort away out at San Antonio, where the little band of Texas heroes fought and died for Texan independence. Texas loves to boast of the Alamo, and well should any state be glad to have such great spirits connected with her history. And who was in command of the Alamo? His name is a household word all over Texas, his memory is perpetuated in the capital county of this great state, and every city in the land has a principal street named in honor of the immortal *William Barrett Travis*. And Travis was born in grand old N. C!

It was a source of regret to his many friends in Polk co., when it was known that our genial friend, Capt. Jamet S. Evans, had determined to remove to Huntsville, where his family could have access to the better school facilities of that place. The departure of such a charming family is quite a loss to the social circle of this community. We hate to give them up, but hope they may find pleasant surroundings at Sam Houston's old home. As many of the older readers of the OBSERVER know, Capt. and Mrs. Evans "are given to hospitality," and their home has a reputation, far and wide, for princely entertainment.

A few weeks ago, this writer was out at Corsicana, in Navarro co. This is indeed a "city of the plains." Here is the home of Senator Mills, the author of the once famous "Mills Tariff Bill." Petroleum oil has been discovered there, and the city is on quite a boom. While there, it was my great pleasure to meet Mr. Jule Scales, a first cousin of Gov. A. M. Scales, of N. C. Mr. Scales came from Greensboro to Texas in 1857. He is a "Tar Heel," and proud of it, and that is saying enough. In the same town lives Mr. F. Rice Smith, a son of old Cumberland, who has been a resident of the "wild and woolly west" since '67. Mr. Smith came from east Cumberland and the writer from west Cumberland; but still we can talk of a great many people that we know, and I'll tell you it is a great pleasure when one, who is a stranger in a strange land, meets some one else who knows "the old folks at home."

Leaving the "Oil City" with its roar and rush, I came thirty five miles east to Athens, the county seat of Henderson co. I don't know whether these Athenians are "in all things too superstitious" or not, but, as compared with many of their neighbors, I do know they are asleep. I saw no altar to the "unknown god," but the fact that the town had just gone "wet" in a local option election, led me to think that these people were strangers to the God of revelation. In their county jail are now confined the eleven men implicated in the recent Humphrey murder, which has shocked the whole state. The day might have been in Texas when a band of men could go to the houses of three unoffending citizens, call them to the door, seize them, carry them off and hang them and then go unpunished, but that day has gone for ever even in Texas. One of the first settlers at Athens was a Scotchman from Moore co., named McDonald, one of that numerous clan who still live in Moore. This old gentleman was a brother to Mr. Randall McDonald and two sisters who were robbed and murdered some years ago at their home near Euphronia church, Moore co. His family are still prominent people at Athens, one son, Hon J. A. McDonald, being a member of the leading law firm of the place, and was for six years county judge of Henderson co.

Rev. D. A. McRae, now pastor of the Presbyterian church at San Augustine, Texas, is another old Cumberland man. He was at one time pastor of Bethel Presbyterian church in upper Robeson. Last May a year ago, the writer attended a meeting of East Texas Presbytery of which Mr. McRae is a prominent member. I arrived at the meeting place during a recess, and, being a perfect stranger, went in and took a back seat. Presently a middle-aged gentleman came up, and, with a pleasant smile, remarked: "My young man you look like an old North Carolina Scotchman." "Yes," said I, "I am thankful to tell you I am." He was greatly pleased to find that old Bethel was the church of my fathers and mine at one time. His remembrance of the old congregation was perfect and many were his questions about the McLauchlins, McDiarmids, McNadyens, McLeans, McRaes, McNeills, McGills, Purcells and others.

Another prominent member of East Texas Presbytery is Rev. J. W. McLeod. His father went from Moore to Elizabethtown, Bladen county, where Rev. McLeod was born and lived till he came to Texas. He is now engaged in home mission work, and preaches at nineteen different points every month.

Mr. Jim Williams who went from west of Fayetteville to Fitzgerald, Ga., some years ago, came to Leggett last winter. Mr. Williams made a good success farming this year.

Mr. John D. McLeod and family who came from Quewhiffle to Texas December, 1897, are well pleased in their new home, notwithstanding the bad effects of a new climate. Mr. McLeod has been severely afflicted, having lost his wife and two of his sons in one year.

The Presbyterians of Leggett were organized into a church August 5th, with the following officers:

Elders John D. McLeod and C. N. Pitts.

Deacons J. P. Deshazo and B. F. Pearson.

I read, with pleasure, the OBSERVER'S recent article on Prof. Kelly's "Union Home School." Having been a student there for more than two years, I can endorse most fully all that was said. No more worthy institution can be found in North Carolina, and I hope the good qualities of U. H. S. may impress themselves upon the thinking people of that section.

KIP KIMPTON.

Leggett, Texas, August 14, '99.

Scholarships at the Agricultural and Mechanical College.

We have received a circular letter from President Winston concerning the conditions under which scholarships will be awarded at the A. & M. College, which is of local interest, and which is as follows:

A great many inquiries having been made and some misunderstanding having arisen concerning scholarships in the Agricultural and Mechanical College, and the method of securing them, the following statement is made for the benefit of the public and parties interested:

First. The number of scholarships is 120, being one for each member of the House of Representatives. Each county is entitled to as many scholarships as it has Representatives.

Second. Appointments to these scholarships can be made by any member of the House of Representatives and any member of the State Senate and any County Board of Education.

Third. Appointments, when once made, are good until the student graduates—usually four years, provided his record is honorable for scholarship conduct and character. Students already in the college under appointments previously made will retain their scholarships.

Fourth. Persons receiving appointments to scholarships must comply with the following conditions:

a. They must be at least fifteen years old.

b. They must be of good moral character.

c. They must have knowledge of arithmetic through vulgar and decimal fractions, of English grammar and of the leading facts in American history.

d. The appointee must be unable and his parent or guardian,, if he is a minor, must be unable to pay his tuition and room rent, and this must be certified to by the appointee, by his parent or guardian, and by the person making the appointment.

Fifth. Blank appointments and certificates will be furnished on application.

Sixth. Examinations to test the preparation of candidates will be held in each county court house on Saturday, August 19, at 10 a. m. by the county superintendent. Candidates can also be examined at the college on Tuesday, September 5.

Seventh. Appointees will be notified by the president of the college whether they pass the examinations successfully, and whether their appointment to scholarships have been confirmed by the college authorities. Until this notification is made they cannot rely upon their appointment.

Eighth. As there may be more appointments than there are vacancies, the following order will be observed for the present year by the college authorities in ratifying appointments.

a. All nominations for appointments must be received here before August 26.

b. Vacancies from any county will be filled by the appointment of young men from the same county.

c. If there be no nomination by August 26 to fill vacancies from any county a selection will be made among the nominees from other counties according to priority of nomination.

d. In case there are not enough scholarships for all the nominees, the appointments will be made afterwards as vacancies occur, in accordance with the above rule.

Ninth. Persons making appointments will notify President George T. Winston, Raleigh, N. C., as soon as possible, as elections will be made according to priority of notification.

Tenth. The scholarship entitles its holder to free tuition and room rent. He must meet all other expenses.

GEO. T. WINSTON, President.
Raleigh, N. C.

Company D, Second North Carolina Cavalry.

Correspondence of the Observer.)

HOPE MILLS, N. C., Aug. 19, '99.

I would like to know how many of Company D, Second North Carolina Cavalry could answer to roll call now after a lapse of 38 years.

Company D left Fayetteville for the war August 16th, 1861, commanded by Capt. J. W. Strange. The roll was as follows:

J. W. Strange, Captain.
W. S. Lutterloh, 1st Lieut.
J. W. Baker, 2nd "
Jas. W. Williams, 3rd "
John B. Person, 1st Serg't.
Alex. Patterson, 2nd "
A. H. Baldwin, 3rd "
Alex. Fancett, 4th "
E. M. Waddill, 5th "
Thos. Long, Commissary.
C. H. Elder, 1st Corp.
Alex. Leach, 2nd "
J. D. Buie, 3rd "
Geo. McMillan, 4th "
T. J. Mimms, Farrier.
J. Y. Webster, Saddler.
Jas. Johnson, Blacksmith.
H. V. H. Brower, Bugler.

PRIVATES.

—— Andrews, Geo. Anderson, Alex. Autery, Alex. Bedsole, G. W. Biggs, Lucian Baggot, Ingram Baggot, M. D. Bethune, A. J. Bethune, J. A. Brady, Wesley Bramble, —— Cowan, Malcom Carver, J. A. P. Conoly, J. A. Conoly, J. A. Clark, A. Y. Clark, Thos. Carter, James Carter, Jonathan Carter, Hanson Davis, W. J. Davis, D. B. Dawson, E. M. Davis, John A. Esom, James Esom, David Esom, Wm. Giles, Geo. Hall, Lucian Hall, Harry Hubbert, Offie Hilbern, J. P. Hutton, Dan'l I. Johnson, Neill A. Johnson, J. W. King, Isaac Keck, Lemuel Lawhorn, George Lee, Warren Moore, Henry Moore, Neill Monroe, Love Melvin, Joshua Melvin, Joe Melton, Chas. Miller, Alex. McDougald, Sam. McLeod, John McLam, Lauchlin McFadyen, Alex. McArthur, Daniel McGuire, James McLean, Wm. O'Quinn, J. P. Powell, A. M. K. Powell, Henry Price, B. F. Price, Wesley Porter, Ashley Peoples, Dr. Franklin Philips, Chas. Randolph, Jos. Rodgers, D. W. Reardon, J. W. Simms, Timothy Spence, Caleb G. Stephens, J. C. Stone, Thomas J. Stoner, Edwin Schafer, Jack Shaw, Ruffin Smith, Henry A. Smith, Henry Smith, Wm. Smith, Wm. Vaughn, J. W. Wilks, N. A. Wilks, James Wright, Thomas A. Wright, Wm. Wellington, S. F. Wellington.

Total 100, as near as I can remember at this late day. If I have left any out I would be glad if some one of the living members would let me know. E. M. Waddill might do it.

Yours, J. W. KING.

CASTORIA

for Infants and Children.

The Kind You Have Always Bought has borne the signature of Chas. H. Fletcher, and has been made under his personal supervision for over 30 years. Allow no one to deceive you in this. Counterfeits, Imitations and "Just-as-good" are but Experiments, and endanger the health of Children—Experience against Experiment.

The Kind You Have Always Bought
Bears the Signature of

Chas. H. Fletcher.

In Use For Over 30 Years.

THE CENTAUR COMPANY, 77 MURRAY STREET, NEW YORK CITY.

Beware of Imitations!

Consumers should beware of the cheap and inferior washing powders said to be just as good as

GOLD DUST Washing Powder

They are not—there is nothing so good as the genuine GOLD DUST for all cleaning about the house. Ask for GOLD DUST and insist on getting it. Made only by

THE N. K. FAIRBANK COMPANY,
Chicago St. Louis New York Boston

BLOOD POISON CURE FREE!

B.B.B. (Botanic Blood Balm) Drives the Poisoned Blood out, and Thus Cures.

SAMPLE BOTTLE MAILED FREE

SYMPTOMS. If you have either pimples, painful swellings, ulcers, or mucous patches in throat or mouth, sore eyes or nose, slow discharge from the ears, copper-colored spots (sometimes the spots are red or pink), sores on the back, or ulcers on legs, color bad, skin itches and burns, boils, aching bones, feet or hands puff up and swell, hair and eyebrows fall out, then you have blood poison, either acquired or inherited. Begin taking B.B.B. at once, at any stage of the disease, and in one to six months the poison will be driven out of the entire system, and a cure will result. All the symptoms will gradually disappear, and you will be happy once more. B.B.B. (Botanic Blood Balm), is a thoroughly tested, powerful blood remedy, hence cures when all else fails. Beware of the mercury treatment of the doctors. B.B.B. does not contain vegetable or mineral poison, and acts as a fine tonic, building up the broken-down constitution. For sale by druggists. Large bottles, $1, six (full treatment) for $5. Send 2 stamps for book and free sample bottle, which will be sent by return mail. Describe symptoms, and personal free medical advice will be given.

Address Blood Balm Co., Atlanta, Georgia.

LEMONS AS MEDICINE.

They regulate the Liver, Stomach, Bowels, Kidneys and Blood as prepared by Dr. H. Moxley, in his Lemon Elixir, a pleasant lemon drink. It cures biliousness, constipation, indigestion, headache, malaria, kidney disease, fever, chills, heart failure, nervous prostration, and all other diseases caused by a torpid or diseased liver and kidneys. It is an established fact that lemons, when combined properly with other liver tonics, produce the most desirable results upon the stomach, liver bowels, kidneys and blood. Sold by drug gists. 50c. and $1 bottle.

Moxley's Lemon Elixir

Cured me of sick and nervous headache, I had been subject to all my life.
MRS. N. A. MCENTIRE.
Spring Place, Ga.

Moxley's Lemon Elixir

Cured me of indigestion and nervous prostration. I got more relief, and at once, from Lemon Elixir than all other medicines. J. C. SPEIGHTS.
Indian Springs, Ga.

Moxley's Lemon Elixir

Cured me of a long standing case of chills and fever, by using two bottles.
J. C. STANLEY.
Engineer E. T. Va. & Ga. R. R.

Moxley's Lemon Elixir

Cured me of a case of heart disease and indigestion of four years standing. I tried a dozen different medicines. None

Supplement to the FAYETTEVILLE OBSERVER.

FAYETTEVILLE, N. C., AUGUST 17, 1899.

THE LIFE ARTERIES OF THE REPUBLIC

Address to the Convention of Railroad Commissioners

JUSTICE WALTER CLARK

THE CLEAR RIGHT OF PUBLIC TO CONTROL RATES.

CRIPPLING DISCRIMINATIONS AGAINST The South. Why Raiload Officials Have Preferred to Keep Rates High Even at a Comparative Loss. Usurpation by the Federal Judiciary.

The following is the speech of Justice Walter Clark, of the Supreme Court, delivered by invitation before the national convention of railroad commissioners at Denver, Colorado, on Thursday last:

Gentlemen of the Convention:

I appreciate the compliment of being requested to address this Eleventh Annual convention of your honorable body, composed of the inter-State Commission and the Railroad Commissioners of thirty-four States. There are few men to whom more important interests are confided than you, upon whom rest a people's hopes for the regulation of the great transportation business of this

JUSTICE WALTER CLARK.

country. Upon your success in the discharge of that duty awaits the public decision whether we shall rest content with this form of regulation, or whether, slowly it may be, or suddenly it may be, but in either event reluctantly, the people shall be forced to take over the ownership of railroads as the sole solution of one of the greatest problems which now vex the public mind.

Your conventions have, I believe, with one exception, been held in the city of Washington. Appropriate, as for many reasons that city is for your gathering and pleasant as it is for any assemblage, you are to be congratulated that for this occasion you have selected the capital of the Centennial State, the centre of the wild and breezy west. Here the air is purer. You are at a higher elevation and can take a broader and more comprehensive view of men and affairs. It would look as if you were at the very centre and hub of the universe, for as Proctor Knott said of the "zenith city of the unsalted seas," the sky fits down at the same distance all around us. At any rate you are at the centre of the great country which stretches from the Mississippi to the Pacific—a section which embraces two-thirds of this Union, though many men east of the Mississippi have never suspected it. Political parties are so little alive to it that all our Presidents save one have come from the one-third of the Union that lies east of the Mississippi, and that one lived on the very bank of the river at Baton Rouge. Two of the three great parties in 1896 combined in the nomination of a candidate from west of the great river, and the probabilities are that he will be nominated again next year.

The mountain barriers which once divided this immediate section from the Golden Slope of the Pacific are like Louis XIV said of the Pyrenees—they exist no longer—for we

"Have ridden our iron stallions down to drink,
"Through the canyons to the waters of the West."

The steel rails of commerce have riveted State to State by bands that can never be burst asunder. Beneath the tread of the iron horse mountains have vanished and rivers ceased to exist.

A LESSON FROM ROME.

From the golden mile stone in the Roman Forum radiated those magnificent roads which to this day tell how Rome built for the ages. Along them poured the tide of the Republic's and the Empire's commerce; over them stepped her legions, and as the God Terminus successively removed further and further the limits of her domains, those magnificent viaducts carried to the remotest verges the arts, the literature, the laws, the civilization that was Roman. Indeed her roads made possible the vast extent of her dominion and bound together for so many centuries so many countries in that Roman Peace which created and maintained the civilization and the learning without which humanity would not occupy the advanced stage that it does today.

Suppose for a moment that those Roman roads, the arteries of the empire, had been owned by private companies of millionaries; that not a wheel could roll nor a man move along them, nor even the legions except on terms dictated by the corporations; would not those corporations have had the empire by the throat? Would they not have appointed consuls and pro-consuls, every Senator, every general and every judge? They would have been the government.

A greater than Rome is before you. In these United States the 190,000 miles of iron way are no less the life arteries of the Republic. Along them pours a tide of travel, of freight, of wealth far beyond what the Roman ways, even those nearest the capital, ever witnessed. Indeed, though our railway system dates back only seventy years, over any one of our many great through lines, the volume of freight and travel exceeds that of the entire world a century ago. It is needless to say that the control of this immense power must be in the government, that is in the people, for with us the government is still in theory at least, the people.

RAILROADS AND THE PUBLIC.

The Supreme court of the United States held in the Granger cases (Munn vs. Illinois, 94 U. S.) and has reiterated in many a case since that time out of mind the control of common carriers and their regulation as to rates and in all other matters, rested in the government. "Though in this country transportation by railroad is carried on by private corporations," said the Inter-State Commerce Commission in their last report (1899) to Congress, "it is essentially a government function. This appears from the necessary conditions of railroad construction. It is a universal maxim that private property can not be taken for private uses, but only for the public use. Yet no railroad can be built without the appropriation of private property. It equally appears from the relation of the carriers' business to the community. A merchant may sell to one customer for one price and to another customer for another price, as best subserves his interest, without violating any sense of right and wrong, but it is universally felt that the rates of public transportation should be uniform to all. The railway is, from its very nature in respect to the greater part of its business, a virtual monopoly. If the business of transportation is essentially a government function, then the government must see that it is properly discharged. If it is in essence a monopoly, then it must be regulated. The two things, of necessity, go hand in hand."

THS PUBLIC IS SOVEREIGN

This is a very clear statement of the proposition. Railroads can only be constructed by reason of having rights of way condemned for them as a public use, and being a public use, they are necessarily subject to public regulation. Indeed, the fact that you sit here, that we have an Inter-State Commission and that thirty-four States or more have their Railroad Commissions, is conclusive that the sovereign, of whom the Supreme Court of the Union and of every State, is merely an agency—the sovereign people—have decided once for all that these iron horses shall be bitted and bridled. The sun will not cannot go back a single degree on the dial at Ahaz. Mr. Ingalls, President of two great systems, in his address to you last year, frankly said: "Regulation by the people has come to stay and a railroad manager who does not recognize that fact is a back number." He further said that the mass of railway managers fully recognized the permanence of public control and regulation and were earnestly seeking a solution of the difficulties attendant upon it.

No one can doubt that if all railway managers loyally accepted the yoke of the law, all questions of differences between railways and people would be fairly settled by these boards provided by the law for that purpose. It is because many managers do not accept it but resort to injunctions (often issued by their former attorneys, promoted to the bench) to set aside rates, regulations and tax assessments made by your commissions that the present unsatisfactory condition of affairs exists.

OWNERSHIP VS. CONTROL.

It results that the real question—and we are fact to face with it—is whether it is practicable to control these great forces, these immense aggregations of capital, by Commissions and by statutes, or shall it be necessary to take the absolute ownership of them over in the government.

In all the countries of the world save Great Britain and the United States, the answer has been that government ownership is indispensable to a safe and just control. Accordingly in almost all other countries, including even the Australian and other British colonies, the railroads, or at least the controlling lines are owned by their respective governments. In the United States and the contracted territory embraced in the British Isles, the experiment of government control, without government ownership, is on trial.

There are evils in government ownership. There are difficulties in government control, unless it has ownership. It is those difficulties which you have had to face since the creation of your respective Commissions. You know their magnitude. The history of your various bodies, and the published proceedings of your meetings in these joint sessions for ten years past, show how fully you have grasped the situation and with what ability you have discussed the problems it presents.

ASPECTS OF THE PROBLEM.

There are many aspects in which the railroad problem presents itself:

1. The relation of common carriers to their stockholders.
2. To one another.
3. To their employees.
4. To the government.
5. Their relation to the humble individuals who are often treated as if they had no right to express their opinions on such serious and intricate matters as railroad management, yet without whom not a car wheel would roll, not a magnate would draw his salary—in short the men upon whose broad shoulders rest the entire support of this immense system—the patrons of the roads.

In looking over your proceedings last session, I see that the invitation was extended to me upon the ground that the investors, the great railroad presidents and their attorneys, the employees, the representatives of the government had been heard by you, and it was suggested that it would not be amiss if the people, "the Joneses who paid the freight," they who supported the railroads instead of being supported by them, should be heard from also, and a friend of mine proposed that I should be selected to represent this "Forgotten Man." Your convention did me the very high honor to ask me to represent him and I am before you. This forgotten man elects no president, superintendent or board of directors but he has to bear whatever burdens they see fit to place upon him. He has no voice in fixing the salaries, many of them as high as or higher than that of the President of the United States, but he pays them to the last cent. He rarely rides in a palace car or upon a free pass but he pays the fare of those who do. He has no hearing as to the tax which shall be levied for the movement of himself, his produce or his purchases, but he pays it more surely than he does the taxes for the support of his city, State of Federal Government, for the Station Agent, like that other tax collector, the Custom House officer, extends no credit or delay but requires cash in hand.

OWNERSHIP NOT DESIRED.

Speaking for this client you have assigned me, I shall not say that he desires government ownership. On the contrary I think he does not—as yet. He is patient. He is conservative. He has government control, without ownership, on trial. He is watching it closely; I may even say, doubtfully, but he will give it a fair trial. If it succeeds so much the better. If it shall fail, he will be heard from further.

Let it not be thought that there are limitations upon his power, for from ocean to ocean and from earth to sky, this land and all that in it is, are his. He conquered it with his blood, He created it with His labor and has defended it with His life. As to Constitutions, He made them and He can make others when He deems that justice to Himself and to those dependent upon Him, shall require it. Justice has ever been the attribute of the race to which He belongs, and conservatism His companion, but He can move. He moved at Bunker Hill and an historic flag, the flag of his fathers for long centuries, disappeared from his shores forever. He moved at Philadelphia and a new form of government, alien to the traditions of the race, took its place among the nations to abide forevermore.

I shall therefore, as far as I am able, point out to you a few of the views of this client, some of the causes of complaint which he has told me he has under the present system of government control and which possibly may be remedied without calling in government ownership; and I take it this is what you wish to hear.

THE MASSES ARE JUST.

The masses of our fellow citizens are intelligent and just. They have no hostility to railroads as such, but only to their abuses. They recognize the immense value of railroads, their indispensable assistance in the development of this country. By individual, city, county, State and National subscriptions they have aided the construction of the railroad system of this country. They have seen individual stockholders "frozen out;" they have seen city, county and State holdings displaced that great manipulators may become the owners of these properties. They have seen the more than $500,000,000 of National aid given in lands and bonds, disappear "like the baseless fabric of a vision" and leave scarce a wrack behind. These things they have endured and would even forgive if the present management of these systems were fair and just.

It was a Frenchman who maliciously defined a lawyer as a "gentleman who rescues your property from the enemy and appropriates it himself." It will be small advantage to the public if the railroads develop the country merely to own its profits themselves, for the value of land depends upon the amount of profits taken out of its produce for transportation.

RAILROAD EARNINGS.

The returns to the Inter-State Commerce Commission for the year ending 30 of June, 1899, are not yet in but taking the returns for 30 of June, 1898 and making an allowance for increase at the same ratio which they showed over the previous year, it may be roughly estimated that there were 190,000 miles of railway in the United States on June 30, 1899, and that the railroad receipts for the year ending on that day were 1,400 millions dollars, of which 500 millions were net profit. It may also be said that two sevenths of the receipts were from passengers (of whom more than 600 millions were carried) and that the total of bonds and stocks upon which these corporations were paying or endeavoring to pay dividends and interest is (according to Poor's Manual and other good authorities) something more than double what it would cost to replace all the railroads with their equipment and property of every description. The 100 per cent. or more of bonds and stocks above actual value is due largely, but not altogether to watering, for to some extent it represents extravagance in construction and shrinkage in values.

The immense volume of this business, whose receipts aggregate nearly three times, and whose net revenues about equal, the total receipts of the National Government, shows that it must be regulated by public control in some form. It touches the public welfare at too many points to be left uncontrolled by no considerations superior to the profits of the corporations or the caprices of their managers. At the same time the immense bulk shows also the difficulty of wise or effective supervision and the incalculable harm alike to the carriers and the public if that supervision were done by unskilfull or hostile hands.

MEDDLING IN POLITICS.

One of the greatest evils of the present system is the proneness of these corporations to intervene in politics. Realizing that a government by the people is only possible when the government is kept untouched by the power of great moneyed combinations, there is nothing which arouses public indignation more than the almost unconcealed interference of these corporations in the nomination and election of legislators, congressmen, Governors and United States Senators. Their contributions to Presidential campaign funds is a National scandal. Worse than all is their influence in the appointment of the life judiciary of the Federal Government and recent evidence given before the Industrial Commission shows that they are not above tampering with the nomination and election of State judges chosen by the people.

It is not for such purposes as these that corporations are chartered. Their interference in such matters is not to advance but to thwart the public interest. Such expenditures of effort and of money are not made without expectation of most adequate returns. They are not necessarily made in behalf of either political party, for the late Jay Gould cynically expressed the truth when he said that "in a Democratic district he was a Democrat and in a Republican district a Republican, but in every one a railroad man." This interference in the nomination and election of public officials fatigues popular indignation even more than the lobbies maintained in Congress and State legislatures, to affect legislation and is a great lever towards forcing a demand for government ownership of railroads.

DISCRIMINATION IN RATES.

The greatest of evils attendant upon the present system, viewed from a financial standpoint, greater than excessive rates, and more difficult to repress, because secret, is discrimination in rates. By this means individuals and even cities can be destroyed and others built up by their destruction. The Standard Oil Co. which forced the railways to carry its products at 30 cents per barrel while compelling them not only to charge all others 80 cents per barrel, but even to pay the extra 50 cents paid by its rivals into the Standard Oil Treasury, is a sample of the methods of these modern highwaymen, the trusts. The Standard Oil Company is shown to have received from the railroads $10,000,000 bonus by this means in 18 months. Other corporations have followed the same methods until small manufacturers have been crushed out and equality of opportunity which was the boast of our institutions has become non-existent.

The crucial question for solution is whether the interference of great corporations in politics and their secret discrimination in rates, whereby trusts are created and sustained, can be suppressed without resort to government ownership. These evils must be eliminated. The hope of America lies in the very fact that our people will not submit to such abuses much longer.

How shall you suppress these discriminations? Mr. Depew recently stated that certain large establishments could ship goods from Chicago to New York at 35 cents per 100 pounds while others had to pay 75 cents— a difference of $80 per car load, or on a shipment of ten car loads per day a discrimination of a quarter of a million dollars per year; and W. H. Vanderbilt testified before the Hepburn Commission that all large shippers got rebates if they asked for them. How can any individual or any town stand up against the destructive power of such discriminations?

Can they be stopped by voluntary agreements, however solemn between railroad managers? Hear what President Ingalls told you at your last convention. He said: "Men managing large corporations, who would trust their opponent with their pocket books with untold thousands in it, will hardy trust his agreement for the maintenance of tariffs while they are in the room together. Good faith seems to have departed from the railroad world so far as traffic agreements are concerned." If these managers will not trust one another how can the public be expected to have much faith in them?

CRUSHING OUT THE WEAK.

The Inter-State Commerce Commission seems to agree entirely with President Ingalls for they say in their 1899 report "The situation has become intolerable, both from the standpoint of the public and of the carriers. Tariffs are disregarded, discriminations constantly occur, the price at which transportation can be obtained is fluctuating and uncertain. Railroad managers are distrustful of each other and shippers all the while in doubt as to the rates secured by their competitors. The volume of traffic is so unusual as to frequently exceed the capacity of equipment, yet the contest for tonnage seems never relaxed. Enormous sums are spent in purchasing business and secret rates accorded far below the standard of public charges." This is unanswerable proof that those charges are too high and that the general public is victimized. The report goes on "The general public gets little benefit from these reductions, for concessions are mainly confined to the heavier shippers. All this augments the advantage of large capital and tends to the injury and often to the ruin of small dealers. These are not only matters of grave consequence to the business welfare of the country, but they concern in no less degree the higher interests of public morality." Further on the report says: "The discriminations are always in favor of the strong and against the weak." This condition the present law is powerless to control. If it is asked why the criminal remedies are not applied the answer is they have been and without success. The business of railroad transportation is carried on to a very large extent in conceded violations of law. Men who in every other respect are reputable citizens are guilty of acts which if the statute law of the land were enforced, would subject them to fine or imprisonment."

THE REMEDY.

It would seem that the remedy is easy and simple. It is to give the Inter-State Commission power to reduce rates. When a discrimination of this kind has proven the current rate too high, it should be made the duty of the Commission to reduce the rate to the general public permanently at that figure. A ratchet and pawl arrangement of that kind can alone give the general public justice and stop discriminations.

The bulk of the receipts of railroads, five-sevenths on an average ,or say one thousand millions dollars in round numbers for the year ending 30 june, 1899, came from the carriage of freights. I have not the time or the knowledge to point out, if indeed any one can, as yet, the most serious defects in the freight rates. So close is the calculation on these points that it is said that 1/8 of a cent per bushel on wheat between Chicago and Liverpool, will determine its rate and we know that 1-10 of a cent per ton per mile added on freight would tax over 100 millions more annually out of the people. There should be no power to add it except by the people's consent, given through the Railroad Commissions.

UNRELIABLE RETURNS.

Our commissions have done a great work in securing improvements in the classification of freights and the publicity of rates, and towards the accuracy of returns—though the reliability of the returns made by railroads is, as yet an unknown quantity. On some systems they can doubtless be relied upon and on others not at all. Until a uniform and reliable system of returns can be compelled, we shall be more or less groping in the dark in our search for that elusive but much desired "reasonable rate," which the law allows.

When there is no suppression or intentional misstatement in the returns, there are sometimes such errors as charging the rental of leased lines to operating expenses—which is in effect making the public pay the rentals for them—and sums spent for lobbying, subsidising newspapers and such purposes are always covered up in a lump sum, usually under the head of terminal expenses. The traveller and the shipper has to pay for debauching his own public servants.

It is true that compared with foreign countries, there has been a decided reduction in freight rates, and if there were no discriminations, we might think we had approached, in some sections of the country, a fair rate. The introduction of larger engines, labor-saving devices and other economies, however enable the railroads to haul very much cheaper than formerly. By the introduction of larger engines alone, the Union Pacific Railroad saved $1,040,000, in 1894 over the cost of doing the same volume of work in 1890.

EXORBITANT FREIGHT RATES.

That we have not yet reached a reasonable and fair freight rate is shown not only by the frequent reduction to favored parties, but by the large quantities of freight carried from our eastern and indeed our Lake States, over the Canadian Pacific Railroad and thence down to Califronia points, instead of by the natural and shorter routes through our own States. Then while freight rates in the greater part of the Northern and Western States are more reasonable than formerly, those South of the Potomac and Ohio were adjudged excessive by the Inter-State Commerce Commission in the case of the "Freight Bureau of Cincinnati vs. Cincinnati, New Orleans and Texas Railroad." 167 U. S. 479, which was begun by the Freight Bureau of Chicago and Cincinnati for the purpose of reducing rates from those two cities to eight important cities in the Southern States. No tribunal has ever reversed this finding that these rates were excessive. The United States Supreme Court merely held that the Inter-State Commerce commission had no power to reduce rates—the more is the pity—but it held that Congress could confer that power upon the commission. The statement of Mr. Campbell, general freight agent, proven recently before the Industrial Commission was to the effect that freight rates in the Southern States are exorbitant. Indeed it is a matter of common knowledge and can be shown at any time by a comparison of freight charges on the south side of the Ohio with those on the North.

CRIPPLING THE SOUTH.

In fact the embargo laid on the development of the Southern States by the extortionate charges for transportation is the chief factor in retarding its growth. If the members of Congress from those States would unite in support of a bill conferring upon the Inter-States Commerce Commission the right to reduce rates whenever in the opinion of that able and conservative commission rates are excessive, they would do more for the progress and prosperity of that beautiful section than can be done by any other single measure in the ordinary range of legislation. In some sections of the South the charges are so high, especially in the trucking business, that

the real owners of the soil are the London and New York bankers who own the principal railway systems of the South. Their transportation charges take all the porfits, leaving the nominal owners of the soil a mere pittance. Their situation is exactly like that of the people of Ireland, a fine country which is in the same manner impoverished by the Bailiffs carrying all the profits of agriculture to be spent by non-resident landlords in London, whence it never returns. The railroad system of the South is a duplicate of that which impoverishes Ireland, there by the actual ownership of the soil, with us by the ownership of the railroad systems whose exorbitant charges (as adjudged by the Inter-State Commerce Commission) is in the practical perception of all the profits of ownership of the soil, without its inconveniences. One large railroad system in North Carolina last year paid its stockholders (by sundry devices) 156 per cent. dividends, which is over 400 per cent. on the price at which the syndicate bought out the State's stock in the road. Though they thus got back in one year's profits more than four times their investment, they obtained from a Federal judge an injunction against the Railroad Commission reducing their passenger fares to 2½ cents per mile or assessing their property for taxation at one-third of the market value of their stocks and bonds.

You gentlemen can say whether there are any instances approaching this injustice or unfairness in your respective States.

While freight rates in the Northern States will compare favorably with those in other countries, in passenger rates the charges in this country are, as a rule, excessive and unjustifiable and of course doubly so in the Southern States.

HIGH PASSENGER TOLLS.

In no particular have the railroad charges been more extortionate nor more unwise than in passenger rates. Upon the liberal estimate of 125 (1-16 of a ton) as the average weight of passengers paying full fare (above 12 years of age) the average charge for passengers per mile is over 30 times, not infrequently 50 times, that charged per pound for freight, notwithstanding passengers load and unload themselves—a consideration which far more than compensate for the carriage of baggage for part of the passengers. This is peculiarly unfortunate for it not only diminishes the revenues of the roads, which could fill their cars, or carry additional cars, without an perceptible addition of expense, but it prevents that free circulation of the population which is so highly educational and which induces new enterprises whereby freight traffic is increased. Wherever reasonable passenger rates have been tried, the result has been not only accommodation to the public, but increased profits to the railways. In thinly settled Russia, as far back as 1894, passenger rates were reduced to ¾ cent per mile for distances under 106 miles, and lower for longer distances—the fare for 100 miles being 75 cents and for two thousand miles $6.00. This paid so well that since then a further reduction has been made which our Consular agents report profitable. In Belgium, workmen living 42 miles from their working places buy weekly tickets good to go and return six times a week for 57 cents a week, and shorter distances in proportion—a good solution of the evils of crowded tenement houses and high rents. In India the rates were ½ cent per mile, which proved so profitable that recently there has been a reduction to 1-3 cent per mile. In Great Britain, France, Germany and Austria, travel, equal in accommodation to our second class, averages ¾ cent per mile.

Among many examples of what lower rates will do in this country, in one of the rate wars, passenger rates from San Francisco to Chicago were reduced from $120 to $15, with the result that the passenger coaches were full, carrying 60 passengers, and bringing in $900 per car, when the haul of a load of cattle would have been at usual rates only $220 per car.

There are two reasons possibly why railroad managers prefer higher rates—for it can not be on account of the profit. One is they prefer a smaller volume of business at approximately the same profit—the convenience to the public being counted nil. The other is that with high rates, the free passes have a greater purchasing power in influence and in votes, and the same is true of the reduced rates they give to drummers, preachers and others who can influence public opinion, thus making the passenger business a leverage of special privileges to some and not of equal rights to all.

ADVANTAGES OF LOW RATES.

Judge Cooley, that eminent statesman and jurist, as long ago as 1892, in his address before your convention, pointed out that the railroads in most unmistakable ways, daily admitted their passenger rates to be too high. First, he said, by the large number of persons they carrry free; then by the number of those they carry at reduced rates on mileage tickets, the still further reduction to ministers, and the yet further reduction on all conceivable occasions. Summer tours, college commencements, political speakings, excursions, and in the occasional rate wars. As that eminent man pointed out, it will be fairer for the public if the corporations, instead of making so many special rates, and crowding the people on excursion and other occasions, would make permanent, all the year round low rates, with exceptional rates to no one and on no occasion. A permanent rate of this kind of one cent a mile first-class, and less for second-class, would pay the roads better than the present system and would give them a popularity they do not now possess, not only by reason of the moderateness of the charge, but from the absence of that air of favor and condescension which attends the granting of lower rates for special occasions and the favoritism or worse, which marks the free pass and reduced rates given to individuals. The greater opportunity given by the reduced rates to laborers to live out of congested cities where their theatre of work lies, and to raise their families amid better surroundings would alone justify the reduction, to say nothing of the greater opportunity to seek at points where labor is needed—against which present railroad rates are a Chinese wall. Owing to our higher passenger fare, only about one-third as many people in proportion to population ride on railroads in this countrry as in England.

I note in your proceedings that in your meeting four years ago Mr. Cole, of New York, stated that in his State even then the statute required all railroads charging over 2 cents per mile to sell 500 mile tickets for $10, good on any train, in hands of the owner, any member of his family or firm or employe, with the result that the roads were selling ordinary tickets generally at that rate or under.

RATES NORTH AND SOUTH.

Instead of passenger rates being moderate and alike to all, they range from 3¼ cents per mile in the Southern States (and were only reduced to that point by the Railroad Commissions) down to one cent on some of the Northern railroads, the average being about two cents. The charges for passengers are thus distributed:

1. To the influential, as newspaper editors, politicians, public officials, relatives of railroad managers and the wealthy, free passes—which means that their fare is paid by adding the cost of the rate charged the poor and uninfluential.

2. To those with secondary influence, like commercial tourists, employed by wealthy firms reduced rates are given, upon the 1,000 mile ticket system—which is simply a device for the interest on the fare paid in advance, is no consideration to the corporation but the required lump sum can not conveniently be raised by the average man.

3. To ministers of the gospel who will come under obligation to the railroads by special applications therefor, permits to buy tickets at reduced rates are granted as a favor. Thus a padlock is sought to be put on their influence.

4. As an outlet to public disaffection at high rates, lower rates are granted as a special favor to conventions, commencements and the like, and wealthy hotel owners are conciliated by low summer rates.

5. Lastly, the great masses (except on special occasions) are taxed the highest rate possible. Of those least able to bear it, the utmost is exacted. For all this system of favors and special privileges, a very low, permanent rate, without exceptions for any occasion or to any person (except railroad employes in the discharge of their duties) should be substituted, with no difference in rate except that justified by difference in accommodation.

A change so just, so much to the benefit of the public and the railroads alike, can not be too soon adopted.

THE FREE PASS EVIL.

The evils of the free pass system, and the immoral purposes to which it has been put has met wide public condemnation. Eight great States have put in their Constitutions provisions against it, making it forfeiture of office for any office holder to take a free pass. The Inter-State Commerce Commission has repeatedly decided that free passes are forbidden in all Inter-State Commerce and among States forbidding it by Statute, North Carolina did so in 1891. In that State the railroads absolutely ignored the statute, so much so that I find that the Chairman of the North Carolina Railroad Commission stated to your convention a year ago, that 100,000 free passes were issued annually in that State, and this was seven years after the Act was passed. All during those years, in spite of the law, the railroads had carried that 100,000 of the rich and influential free, by adding the cost of their riding to the tickets of the poor and uninfluential. Since then, the law has been enforced by a fine of $1,000 being laid in two cases (out of, it would seem, 700,000 violations). I see that Van Ost in his work states that one-fifth of the passengers in the West ride free—that is to say that the other four-fifths pay for their riding.

HAS IT BECOME SECRET?

I do not know how far the corrective force of public opinion and the enforcement of the law have abated the free pass injustice, but Judge Cooley, in his address before you, to which I have already referred) intimated that it had merely become secret (like freight discriminations) and that it was carried on by the device of issuing mileage books—for which nothing is paid—instead of free passes. Aside from the injustice of making one portion of the community (and those least able to pay for themselves) pay for the free riding of others, there is the leprosy of the free pass system being the most shameless and most widely spread system of bribery of public officials and others having or supposed to have influence with the public. Beginning as a distribution of transportation to servants of the State, at a time when often the State owned, or had largely aided in he construction of the railroads, its evil tendency was not at first generally understood. If abolished utterly as it should be, railroads could by that fact alone be enabled to reduce passenger fares to accord more with the enhanced value of money—an enhancement which the railroads alone have not reduced charges to meet.

Both as to freight and passenger rates, the courts hold that the States can reduce to a reasonable rate. What is a reasonable rate is a matter of fact, upon evidence adduced, not a question of law. It should be settled by an appeal to a jury, unless the railroad commissions should be held special juries provided for that purpose, and whose conclusions are final, as the Supreme court held in regard to their valuation of railroaad property for taxation. Kentucky Railroad Tax Cases, 115 U. S. 321, a view which is sustained by Judge Cooley in his address before you.

JUDICIAL USURPATION.

When a judge issues his injunction against rates prescribed by a State Legislature or a board created by it for that purpose, the Judge simply assumes to substitute his opinion of the reasonableness of a rate for that of the law, and is guilty of usurpation of power, as was recently shown by that eminent judge of the United States Circuit court, Judge Caldwell, in an address before the Missouri Bar Association.

The fixing of rates of common carriers and the assessment of their property for taxation are essentially governmental functions and the judiciary are not a supervisory, or higher department of government. If there arises any difference as to rates or valuation, it is a question of fact to be determined by the board created by law; or if there is any appeal, under our system of laws it should be settled like all other issues of fact, by a jury—not by a judge.

RAILROAD CASUALTIES.

To the Massachusetts Commission belongs the credit of beginning back in 1867 the agitation for safety appliances. To the inter-State Commerce Commission belongs the credit of procuring the act of Congress which requires the use of self couplers, after a date fixed, which the Commission has extended to January 1st, next, as authorized by the statute. In their last report they say "There were 1,034 fewer employes killed, and 14,062 fewer injured during the year ending June 30, 1897, than during the same period in 1893. In the Spanish-American war 298 were killed and 1,645 wounded. In car coupling alone 219 less were killed and 4,994 less were injured in 1897 than in 1893, when the law was enacted." In 1893 when the statute was passed the casualties from coupling and uncoupling cars were 433 killed and 11,919 injured. In 1897 when the law as to self couplers was only partly complied with the casualties were only 214 killed and 6,283 injured. When the law shall come into full force on January 1st next the casualties from this source should cease entirely. It should not have required a statute to compel the railways to put on this cheap and simple contrivance costing less than $18 per car, the absence of which, at the passage of the statute, was causing the death annually of 433 men and the maiming of near 12,000 others. Indeed the courts in North Carolina and possibly in some other States have held that independent of the statute the railway company was liable for damages for the killing or wounding of any employe when the accident could have prevented by the use of self couplers.

THE DEADLY CROSSING.

More than 4,500 people were killed and 6,500 wounded other than their employes and passengers, by railways last year. A very large part of these casualties were at crossings. In England and perhaps all other countries of Europe the railways are required to cross either above or below public roads and streets. This is required in New York as to all new railroads and to some extent as to those already built. But as this change is impracticable as to existing railways in many States owing to the expense, your Commissions could at least require (if you are authorized by law to regulate crossings, and if not you can get the authority) that at every crossing on the same grade of a public road or street, the railway company should place an electric gong which shall be automatically rung by the driving wheel of each approaching locomotive by means of a simple contrivance placed at a specified number of feet from each crossing. It would save many hundreds of lives each year. I have seen this device used in the stations in Germany to notify passengers automatically of the approach of the train.

SAFETY APPLIANCES.

Electric headlights operated by the engines would be useful in saving many hundreds of lives and injuries annually. According to Railroad Reports to the Inter-State Commerce Commission between 40,000 and 50,000 persons are killed and wounded each year by the railways of the United States—even since the vast saving of life and limb accomplished by the forced adoption of self couplers. This is an annual loss 25 time as great as that sustained by this country in the Spanish war last year. Any regulation that will procure a reduction of this blood tax should be welcomed by the railways as well as by the public.

The question of the relation of the employes to the railroads does not belong to the province you have assigned me, further than as that relation affects the general public. There is no doubt that a very large part of the collisions and derailments are caused by the over-service required of engineers and others. An accident not long since in our section entailing the loss of many lives was caused by the engineer having been on duty 20 hours out of 24. He was nearly drunk for sleep. The strain upon the nerves of a man charged with the responsibility of many lives, who stands at the throttle valve of a 90 ton engine as it is driven across the country on its narrow ribbon of steel, is such that it is doubtful if the law should not prohibit him or other railroad employes on the trains from being engaged more than eight hours out of 24. I believe that is now the law in New York.

TELEGRAPH AND TELEPHONE.

Some of your Commissions are charged with the regulation of rates and assessment for taxation of telephones, telegraph and express companies. In all the countries of the world I believe except this and Canada, the telegraph and the telephone are part of the postoffice system, legally as well as logically, for they are simply methods of communicating intelligence. I have always believed as a lawyer that under the provisions of the Federal Constitution which requires Congress to establish postoffices and postroads, it is its duty to transmit intelligence by wire as well as by rail, by electricity as well as by steam or pneumatic tubes, and as this power vested in Congress is held by the United States Supreme Court to be an exclusive power, that the operation of telegraph and telephones for hire by others than the government is as illegal as their running the postoffice would be. Great Britain which alone has stood with us against government ownership of railroads, has had to leave us on this matter for there the telegraphs are a part of the postoffice department. The rates under government ownership abroad justify the belief that under government ownership here we can have a uniform telegraph rate of 10 cents and probably of 5 cents for 10 words between any two points in the country and $1 a month or less for rental of a telephone. Back in 1891 Postmaster General Wannamaker said to Congress that if telegraphs and telephones were turned over to the postoffice, as in other countries, a uniform rate of ten cents for telegrams and 2 cents for telephonic messages would pay handsomely. If so cheaper rates would be practicable today. Immense public benefit would result from this change. As you are charged with fixing their rates, there is certainly room for large reduction not only from comparison with foreign rates, but from the fact that the Western Union which now has a capitalization, bonds and stocks, of $120,000,000, has acquired its plant and its capitalization entirely out of its earnings over and above the steady payment of dividends, for only $440,000 cash—less than half a million—has ever been paid in by its stockholders. This was shown in several Congressional investigations. Though 17 out of 18 Committees of Congress, to whom postoffice ownership of the telegraph has been referred have reported in favor of that measure, as well as four postmaster generals have recommended it, the measure has never yet gotten to a vote owing to the immense lobby maintained by the Western Union monopoly.

THE EXPRESS ANOMALY.

It is an anomaly that express companies (which are also in your jurisdiction) should be permitted, thus placing a double tax upon a patient and oppressed people. In other countries the postoffice has a parcels delivery branch, which collects and delivers by wagon parcels at residences like other mail matter, up to 1 and in some countries 16 pounds, and at ½ cent to 1 cent per pound, a small fraction of express charges in this country. In Austria and Germany more than $100,000,000 of goods are annually sent by the Parcels Post. In these matters the United States is a back number. The corporations dwarf us. As long as the express business remains for private emolument, nor for public convenience it should be noted that the rates charged by the Postoffice Department abroad show that there is a large margin for reduction of rates under public control here.

MAIL CHARGES.

In no particular are railroad rates more exorbitant than those charged for the carriage of United States mails, 8 cents per pound for an average distance of 440 miles, with a further charge of 200 per cent per year on their cost for rental of postal cars, while the charge to express companies is one half cent per pound or less. This is of interest to the public, as it is the sole cause of a deficit in the postal revenue, and thereby defeats a reduction of letter postage to one cent and a further reduction on other matter. In fact railway rates to the postoffice are often 50 per cent higher than the charge for freight by wagon. This, however, should be remedied by Congress which has full knowledge of the facts and hardly comes within your jurisdiction. The corrective power of public opinion may effect something.

THE MATTER OF VALUATION.

Most of your boards, if not all are charged with the valuation of railroad, express and Telegraph and Telephone property for taxation. This is a government function and it has been decided by the United States Supreme court in Kentucky. Railroad Tax Cases, 115 N. S. already cited that the action of such boards is due process of law and final. But there are Federal judges who have issued their injunctions notwithstanding; esteeming their own opinion of the value of such property, superior to that of the boards authorized by law. In North Carolina the railroad companies are taxing the public rates high enough to pay four per cent net, above taxes and all expenditures, upon $120,000,000, but when the Board appointed by law for the purpose assessed their property and franchise at $42,000,000 (about one third the value) those corporations which were owned by non-residents, promptly secured an injunction from a Federal Judge. I do not know whether such flagrant cases occur elsewhere, but the result in that State has been universal indignation, except among the newspapers and other agencies in corporation pay. Such action gives an impetus to the growing demand for the election of Federal Judges by the people and for a term of years instead of the present unrepublican life tenure under which they are neither responsible to public opinion nor anything else, and hold their will superior to that of the law. The Acts of a State Legislature are apparently held in sovereign contempt.

"THE BIAS OF TRAINING."

In saying this I wish to be understood as casting no reflection upon my brethren of the Federal bench as a body. Among them are some of the ablest and purest men and best lawyers in the Republic. But unlimited power without responsibility such as is conferred by life tenure with a certainty of no liability to impeachment by a busy Congress is too great a temptation for most men—and when as now, the Federal bench is largely recruited from those whose lives at the bar have been spent as railroad attorneys, and who know that they owe their promotion to the influence of the great corporations who have formerly employed them, it is not strange that some of these judges should yield to the bias of their training.

THE CARDINAL MISTAKE.

The cardinal mistake is in assuming that railroads are chartered for a private purpose—the emolument of their managers. They are chartered for public purposes, the convenience and service of the public, the profit of the managers being only incidental to procure the service. When railroads were owned by the original subscribers to the capital stock living along their lines, and the counties and cities which were large stockholders, public opinion exercised through the annual election of the officers was sufficient public control. But now that the railroads have mostly passed into the hands of non-resident syndicates, who care little for public needs and wishes or for aught except profits, the officers are simply local overseers of the non-resident owners. Consequently there is no control except through publich opinion formulated in legislative enactment and executed by your commissions created for that purpose. The new doctrine that the judiciary is the Supreme power in the State, to set aside legislative enactments and restrain executive action is promulgated and pushed in the interest of the great moneyed combinations so that when their lobbyists can not defeat legislative action, they may fall back upon the small body of judges in whose selection they can have a hand. But this attempt to suppress the popular will by a judicial oligarchy (which is without warrant in our Constitutions) will prove as futile, as the attempt to suppress the popular will by the executive power in England. The result there was that one King lost his head, another his throne and for two hundred years no sovereign has dared to veto an act of Parliament and no judge has ever imagined he had power to declare unconstitutional an act of the legislative body. The corporations which are urging the claims of Judicial Supremacy in this government may bring the bench to ruin, but they can not destroy the inherent sovereignty of the people, who must speak their will through their legislative bodies and have that will executed by such agencies as they shall select. Those who can not trust to the wisdom and justice of the people have no business in a free country.

DETERMINING TAX VALUES.

Returning to the matter of taxation there should be no difficulty on that subject, for as the Supreme court of the United States held in Taylor vs. Secor, 92 U. S. 575, the actual value of a railroad and its franchise is exactly that of the market value of all its bonds and stocks. In that case Justice Miller said: It is therefore obvious that when you have ascertained the current cash value of the whole funded debt, and the current cash value of the entire number of shares, you have, by the action of those who above all others can best estimate it, ascertained the true value of the road, all its property, its capital stock and its franchises; for these are all represented by the value of its bonded debt and of the shares of its capital stock."

"This is a simple and unerring plan," says Senator Ford in the North America Review, "sanctioned by long usage in many States and approved by the Supreme Court of the United States."

There are some States which levy a tax on gross earnings, which is perhaps as fair as any that could be devised. These Commissions were created precisely because the public were dissatisfied with the conduct of the railway, telegraph and express companies and decided to regulate them otherwise than by individual actions in the ordinary courts, which few individuals had the financial ability to sustain with such powerful adversaries. It is a defect in all these Acts that no oofficer is appointed to represent the State, for the amount of an overcharge demanded by the complainant is usualy too small to justify him to retain counsel. While the relief, if granted by you being usually a reduction of rates or other general regulation, is of general benefit to the public and of great interest to the corporation which last is therefore usually represented by numerous and able counsel. Their ex parte statements and arguments, the plaintiff being unrepresented, put you at a disadvantage. As Judge Cooley said to your convention in 1892. "The people's cause is lost by default." This is a grave defect and should be remedied.

THE CASE SUMMED UP.

To sum up for the client you have assigned me: He is just and moderate. He asks no unjust reduction in rates, nor that any undue share of taxation be placed upon the railroads. He knows that he gave these corporations the breath of life and that by aid of his right of eminent domain they have laid their tracks. He knows that private and public subscriptions to their construction have been often submerged by reconstructions and other methods and that these great corporations are nearly all owned by non-resident bankers—usually in London and New York. My client demands that discriminations be stopped whether secret rebates of freight or free passes or donated mileage books. He demands a just modification of freight rates and especially of those South of the Ohio, which the Inter-State Commerce Commission has adjudged excessive, and that passenger rates should be reduced to something like the rates in other countries, without special privileges to any. He demands that these corporations shall take their hands off our politics and leave the people free to select their own public servants, and that the process of federal judges, whether appointed by corporation influences or not, shall not be prostituted to defeat public control or the assessment of law of their property for taxation.

He would be glad to see the telegraph, telephone and express (or Parcels Post) made a part of the Postoffice as in other countries, or failing in that, secure a just reduction of their rates by your Commissoin. He asks that safety appliances and moderate hours of labor for employes be required in order that the present annual casualty list of 40 to 50,000 killed and wounded may be diminished.

In these demands there is nothing unjust. Railway managers should gladly and frankly concede them. If so, the utmost harmony will prevail. But he assured, nothing less than these things will satisfy the great American people.

THE PEOPLE SUPREME.

It was Marie Antoinette of France who, when told that the people were demanding the removal of abuses, gave the historic answer, "Rulers should pay no more attention to the clamors of the people than the moon to the baying of dogs." She learned later that an absolute monarchy with a thousand years behind it was not as strong as the demands of a people for justice.

It was a railroad king in this country who, when the dissatisfaction of the people with his rates and his management, was reported to him, replied with brutal frankness. "The people be d—d." Let us hope that there be few like unto him for there is nothing stronger than a wrong unredressed when a great people is the sufferer.

Gentlemen, I thank you for the honor of your invitation and for the patience and attention with which you have heard me.

THE OBSERVER

FAYETTEVILLE, N. C., AUG. 24, 1899

We desire a live agent and correspondent at every postoffice in Cumberland and adjoining counties.

Correspondence on all subjects of local and general interest and opinions upon matters public of concern, are invited

The editor will not be responsible for the views or statements of correspondents—and reserves the right at all times to revise or correct any article he may think requires it.

Correspondence for the Weekly Observer should reach the office not later than Monday.

One side, only, of the paper must be written on—and the real name of the writer accompany the contribution. No attention will be paid to anonymous letters.

☞ The date on your label tells you when your subscription expires. Receipts for money on subscription will be given in change of date on label. If not properly changed in two weeks notify us.

INDEX TO NEW ADVERTISEMENTS.

"Anxious"---Situation Wanted.
Harper Whisky---Gold Medals.
M. L. Courtney---Did You Know?
Planters Warehouse---5 000,000 Pounds of Tobacco Wanted.
C. W. Broadfoot and B. P. Buxton, Commissioners---Foreclosure Sale of Real Estate.

Doing a Lively Business.

The Fayetteville Wooden Ware Factory is doing a lively business, having orders far ahead of its output.

To Mail Subscribers.

The label bearing your address indicates the expiration of your subscription. Renew it before it expires and thereby avoid missing any copies.

Improved Roads.

The Wilmington road, recently in such bad condition, has been sanded and thereby will be much improved by the next rain.

Big Offer for Cumberland Land.

Mr. Jas. M. Smith yesterday received a cash offer of $6,000 for his Eutaw property, 140 acres in extent. He refused to sell, however.

New Business.

Mr. M. L. Courtney has opened a store (the old Bank's stand) on Green street and will carry a stock of general merchandise. His advertisement appears in another column.

Planters on Our Market.

Deputy Collector, W. J. Sutton, and Mr. Leon Tew, two gentlemen who are pleased at the prices afforded tobacco here, speak of marketing their crops, the contents of several barns, in Fayetteville.

Upper Robeson Well Pleased With Fayetteville's Tobacco Market

Says to-day's Red Springs Citizen:

Upper Robeson was well represented at Fayetteville's tobacco break on the opening day, and prices obtained are said to have been very satisfactory.

U. S. Commissioner's Court.

J. G. Lewis, of Bladen, surrendered himself to U. S. Commissioner Powers, for illicit distilling. He gave bond for his appearance at the next term of Federal court.

In default of bond, Hugh McKay and G. Treadwell, colored, were committed to jail for similar offenses.

More Room and Fresh Paint.

Mr. Mike Folb has doubled the capacity of his store of clothing and gent's furnishings, having added the store adjacent. A coat of paint has improved the appearance of the front.

Fire.

A small house, the residence of Rev. John D. Liles, colored, adjacent to the colored Baptist Church, was destroyed by fire Friday night. The alarm was given about 9:20, but not until the whole building was a mass of flames. The effective work of the firemen prevented the fire from spreading to property nearby.

Whisky Seized.

Seven barrels of whisky from M. Uri & Co., Ky., were seized Tuesday by deputy collector of internal revenue W. J. Sutton at the Cumberland Co. Dispensary. We learn that there is no irregularity on the part of the Dispensary, or M. Uri & Co., but that the stamps on the barrels were not properly filled out by the officer who issued them.

The Fire at Red Springs.

Red Springs, N. C., Aug. 18, 1899.

Sparks from saw dust set W. J. McDiarmid's office and lumber plant on fire yesterday at 12:15 p. m. during a high wind. Loss estimated at $10,000. By great efforts of over 200 men, Red Springs Lumber Co.'s plant and Wm. Love's plant were saved. Mr. McDiarmid's plant, estimated at $5,000, was partially insured; Williams Bros., (Red Springs Lumber Co.), $1,000, no insurance. They lost freight depot, 4 flat cars, some track, goods, lumber, etc. The A. C. L. R. R. lost 3 flat cars, goods, large water tank, damage to track, delaying mail 1¼ hours and freight over 2 hours today, many going to Antioch.

Personal Mention.

Misses Ellen Underwood, Lillian Slocomb, and Lilla Young, and Messrs. S. H. MacRae, Geo. B. Underwood, A. B. Williams, Jr., and L. B. Hale returned Tuesday from a delightful two weeks' outing at the Wilmington beaches. Misses May Broadfoot and Janie McDiarmid, who were of the party, will remain over in Wilmington for several days, the former with Miss Fair Payne and the latter at the Williams place on Masonboro Sound.

Miss Lilla Young went on through to her home in Winston, accompanied by Miss Annie Lee, of Wilmington.

THE BEST PRESCRIPTION FOR CHILLS and fever is a bottle of GROVE'S TASTELESS CHILL TONIC. Never fails to cure. then why experiment with worthless imitations? Price 50 cents. Your money back if it fails to cure.

DeWitt's Little Early Risers benefit permanently. They lend gentle assistance to nature, causing no pains or weakness, permanently curing constipation and liver ailments. King Bros.

How Are Your Kidneys?

Dr. Hobbs' Sparagus Pills cure all kidney ills. Sample free. Add. Sterling Remedy Co., Chicago or N. Y.

One Minute Cough Cure, cures.
That is what it was made for.

The Observer's Efforts for Justice to Our Firemen Beginning to Bear Fruit—Good Words for Our Boys.

We have received the following letter:

THE VOLUNTEER FIREMAN,
Published Twice a Month,
Organ North Carolina State Fremen's Ass'n.
Jos. J. Stone, Editor and Owner.

Greensboro, N. C., Aug. 18, '99.

My Dear Sir:—I wish to correct an error which occurred in the Fireman of the 15th. The report of the races gave Goldsboro the credit of winning the second prize in the Hand Reel Race. The prize was won by the Fayetteville team and should have been so stated. We regret exceedingly that the error occurred and will take pleasure in correcting it in our next issue.

Allow, me just here to compliment your boys on their gentlemanly deportment while in our city. It was a common saying on our streets that the Fayetteville boys were a fine set of fellows.

Hoping you will do us the kindness to correct this error, I am,

Yours truly,
JOS. J. STONE.

That is good; and now, if our friend Stone will only get the three Greensboro papers to say that it is Fayetteville and not Goldsboro that won the prize, with a request to the Raleigh, Wilmington, Charlotte, Asheville, Newbern, Goldsboro and other papers to copy, Fayetteville will begin to get her deserts, though it seems like up hill work still.

We say it seems like up hill work still, because the point at issue is not "Has Fayetteville been awarded the prize?" That was settled when the $75 prize money was paid to Fayetteville, and the OBSERVER has published this fact over and over again and every soul in Fayetteville has read it. What was needed is that the papers published in the town at which the Tournament occurred, and therefore the official papers as to this event, should have published the fact that Fayetteville won. Nearly three weeks have elapsed and yet not a single issue of any of Greensboro's four papers has printed the fact. What we can't understand is why our contemporary, the official organ, doesn't ask its neighbors, the Greensboro dailies, to set the matter right, for it will be two weeks before another of its issues will appear.

We called attention the other day to the fact that the president of the State association, in the course of a long letter to the Raleigh News and Observer, does not allude to Fayetteville's winning a prize, though he enumerates a number of other towns which did. It is all certainly very remarkable. In fact, we have never heard of a simple case so mysterious before.

A Stronger Market.

A company was formed on Saturday night last, among our business men, to purchase leaf tobacco. This is an important step which will result in strengthening Fayetteville as a market for leaf tobacco.

The company at present is composed of the following: H. Lutterloh, G. A. Overbaugh, G. A. Burns, H. McD. Robinson, A. H. Slocomb, T. M. Hunter, H. W. Lilly, R. McMillan, J. W. Ingold and J. A. Burns & Co.

This company of buyers; The American Tobacco Company and buyers for other big order men are all calculated to make a lively scene at the Planters Warehouse, every day, from now on.

Planters come along with your tobacco to the Fayetteville market.

Death of Col. Thomas W. Strange.

We are greived to learn from the Wilmington Messenger of Tuesday morning of the death of Col. Thos. W. Strange. Says the Messenger:

"The announcement of the death of Colonel Thomas Wright Strange will cause deep sorrow among his friends and wide circle of acquaintances in this city and throughout North Carolina. After a long illness he was taken very ill on Sunday afternoon and he passed away this (Tuesday) morning at 2:35 o'clock at the summer residence of Mr. W. A. Wright, at Wrightsville. The immediate cause of his death was meningitis. At this late hour we can only chronicle the death of this highly esteemed and well known gentleman, and share with his bereaved family and friends the grief which the end of his life brings."

Col. Strange was well known in this city, where he has many kinsfolk, being the son of the late Col. Robert Strange and grandson, consequently, of the late Judge and Senator Robert Strange. He was a man of fine mind, excellent attainments, and many lovable traits of character.

He leaves a wife and two children, (we believe).

Interest in the Tobacco Sales.

Sales take place at the tobacco warehouse almost daily, and our merchants and others would find it profitable, as well as interesting, to attend them. Yesterday a large lot of tobacco brought 10 cents a pound.

We are requested by the management of the tobacco warehouse to state that hereafter the Market House bell will be rung ten minutes before the sale begins each day.

First Cotton.

Mr. L. D. Bennett, of 71st, brought to town this morning the first lot of seed cotton of the season. He has not been able to have it ginned, however, as he is ahead of the ginners, no gins being in operation yet.

Marriage of Mr. W. B. Lynch.

Mr. W. B. Lynch, tobacco grader at Planters Warehouse, and Miss Mattie B. Buchannon, of Greensboro, were married in Greensboro yesterday. They are now at the Atlantic Hotel, where they will remain during Mr. Lynch's stay here.

NO CURE—NO PAY.

That is the way all druggists sell Grove's Tasteless Chill Tonic for Chills and Malaria. It is simply Iron and Quinine in a tasteless form. Children love it. Adults prefer it to bitter, nauseating Tonics. Price 50c.

To Cure Constipation Forever.

Take Cascarets Candy Cathartic. 10c or 25c. If C. C. C. fail to cure, druggists refund money

Seventy-First Locals.

SEVENTY FIRST, Aug. 22, 1899.

"The Hunter of the sky,
Glaring on us with his lidless eye,
While mounting with his dogstar high and higher
Ambushed in light into erable, unbinds
The burnished quiver of his shafts of fire."

And those of us who are fond of contrast dream of "fair meadows, green with constant streams, and mountians rising blue and cool behind"; or of "waves in the sun—the white winged gleam of sea birds in the slanting beam—and far off sails which flit before the south wind free."

But meanwhile people are coming and going and 'tis a correspondent's duty to chronicle such things.

A number of our people attended the Centennial celebration at St. Pauls last week.

Miss Katie McPherson is visiting relatives in Richmond county—nay, it is Scotland, now.

Mr. J. A. McArthur spent several days at Lumber Bridge last week.

On last Friday Mr. J. H. Currie delivered an address at the annual reunion of the Confederate veterans of Camp Ryan, at Antioch, to an audience of perhaps 3,000 people. Our next Secretary of State from Harnett was the other of the two orators and the large crowd were equally delighted with Messrs. Currie and McLean. Mr. Currie's speech, which we hope will be allowed by him to be published, would make a valuable contribution to the reading of the younger generation, being a terse, comprehensive review of facts showing the place of the South, and especially North Carolina, in the history of America.

Rev. W. C. Buchanan visited McPherson, Galatia and Longstreet churches last week. His lecture on Japan is a very interesting one, it is such an intelligent telling of things one wishes to know, and is calculated to do a great deal of good. We doubt not that every church in the Presbytery will take more and renewed interest in the cause to which this good man has consecrated his life, both on account of the information acquired through his lectures and the charming personality of the missionary himself. Mr. Buchanan is a native of Glasgow, Scotland, though most of his life has been spent in Virginia. He went out as a missionary eight years ago, contemporary with Rev. H. T. Graham, and is supported in the Foreign field by the Presbyterian church at Laurinburg.

Mr. Josey D. Shaw, who has been visiting relatives here for several days, will return to Clinton, S. C., to day.

Miss Fannie McPherson is visiting at Red Springs.

Kip Kimpton's letters are always interesting and we should like to read them oftener. He has the gift, endowment—what you will—of individuality, which is rare enough to be ever attractive. Can Sirona write only once a year?

SCOTCH LASSIE.

The Standard Bale.

To the Cotton Ginners of Cumberland and adjoining counties:

Such of you as have not already changed your presses to the standard size, 24x54 inches, will find it to your interests to do so at once. The want of a standard size bale has worked to the disadvantage of our farmers in many ways. The demand now is for a uniform bale 24x54 inches. The change in the box can be made at a small expenditure, not exceeding five dollars per press. The round bale people are doing their uttermost to establish the round bale, and if successful in their efforts, the cotton farmer will be completely in their hands. The certainty of a royalty to them of $1 00 per bale and the naming of the price to be paid for cotton are what they are aiming at. I know that our farmers would like to be in a position to market their cotton in the old way and to do this my advice is for them to stand by the standard bale.

Yours truly,
A. B. WILLIAMS.

Was Drowned from the Hurt Last April.

The OBSERVER at the time recorded the falling overboard from the steamer Hurt, of this city, and drowning near the Navassa Works, in April last, of E. S. Pedneau, of Boykin, Va., who was on his way to accept a position with the Cape Fear Lumber Company at their camp in Bladen county. Monday the body of a man was found in Brunswick river, near the bridge, so badly decomposed that identification was impossible. Yesterday, however, says the Wilmington Star, Mr. F. L. Pedneau, of Jarretts, Va., in response to a telegram, arrived in the city, and, after going over to the river, identified the body by a gold watch and an amount of money taken from the pockets of the clothing as his brother. E. S. Pedneau, of Boydton, Va.

A Great Hail Storm.

Mr. J. D. Lockamy, of Bone's Creek, in 71st, reports that a storm of hail, lightning and wind covered 71st last evening about seven o'clock. The hail fell three inches deep, some of the stones being as large as hen eggs. The storm lasted an hour. Where cotton caught it the stalks were completely stripped.

A Mother Tells How She Saved Her Little Daughter's Life.

I am the mother of eight children and have had a great deal of experience with medicines. Last summer my little daughter had the dysentery in its worst form. We thought she would die. I tried everything I could think of, but nothing seemed to do her any good. I saw by an advertisement in our paper that Chamberlain's Colic, Cholera and Diarrhœa Remedy was highly recommended and sent and got a bottle at once. It proved to be one of the very best medicines we ever had in the house. It saved my little daughter's life. I am anxious for every mother to know what an excellent medicine it is. Had I known it at first it would have saved me a great deal of anxiety and my little daughter much suffering.—Yours truly, MRS. GEO. F. BURDICK, Liberty, R. I. For sale by B. E. Sedberry & Sons.

Mr. and Mrs. B. Lockamp, Elston, Mo., write: "One Minute Cough Cure saved the life of our little boy when nearly dead with croup." King Bros.

LOST.

Many golden opportunities have been lost by those who suffer from rheumatism. By taking Rheumacide now they will be permanently and positively cured.

HOUSEHOLD, DAIRY and TOBACCO BARN THERMOMETERS At HORNE'S DRUG STORE.

Educate Your Bowels With Cascarets.

Candy Cathartic, cure constipation forever. 10c, 25c. If C. C. C. fail, druggists refund money.

The Dreyfus Matter.

Audience Hiss President Jouast.

By cable to the Observer.

Rennes, Aug. 21.—The court martial convened early. Labori didn't appear. Five witnesses, all anti Dreyfus, testified. None were important. Colonel Piequart arose to contradict a witness. President Jouast sneered and said: "What, again?" Whereupon the audience hooted, and hissed and Jouast turned red and adjourned the court.

Dreyfus Controverts Capt. Junck.

Capt. Junck testified that Dreyfus was allowed to see the papers in all the bureaus of the General Staff because he was engaged in preparing papers on the difference between French and German artillery. He said the accused in this way obtained knowledge which he reasonably communicated. When Junck had concluded, Dreyfus arose, pale but calm, with pencilled notes in his hand. Speaking in an ordinary tone of voice, he controverted Junck's points one after another and spoke for five minutes with telling effect.

Labori on Duty again, and Confounds Mercier by his First Question.

By cable to the Observer.

Rennes, Aug. 22.—Labori appeared today at the opening of the session. He walked briskly, holding his hand to his side to ease his wound. The audience wildly acclaimed him and demanded a speech, to which he responded cleverly. Labori immediately began the cross examination of Gen. Mercier. His first question caused a great sensation. He asked by what right Gen. Mercier had in his possession the secret dossier, a state document, when no longer a member of the cabinet, nor of the Government. Mercier turned red and was confused. He stammered a moment and then declined to answer.

Replying to the charges of Col. Mourot today Dreyfus thrilled the audience, crying in a clear voice, "I love the army." The audience, magnetized by the sincerity of his tone, applauded tumultuously.

Labori's question to Mercier referred to the Schneider forgery. Mercier refused to tell how he got it. Carriere tried to help Mercier by claiming that it was a secret document, but Labori said the prosecution had introduced it.

The Assassination Plot.

The two bombs found in a box in Labori's room it is believed were sent in the pursuance of the plot to take his life.

The Dreyfus Trial.

By cable to the Observer.

Rennes, Aug. 23.—M. Labori looked much stronger this morning. M. De Breull testified that he met Dreyfus at a dinner party at the house of M. Bodson, in Paris, in 1886. Bodson told him that he knew enough about Dreyfus to get him kicked out of the army. Labori pulverized him by showing that he knew nothing he could substantiate by the evidence.

Capt. Lerond defended Esterhazy, saying that it was impossible for him to know about the hydraulic brake mentioned in the bordeau. He then related how Piequart had assigned him to watch Esterhazy. He made insinuations against Picquart which that officer repudiated. He disputed several times Esterhazy's evidence before the court of Cassation and read letters from Esterhazy, stating that he understood that General Faure's intervention following the receipt of these letters caused Picquart's being sent to Tunis. Gen. Gonse denied the statements of Esterhazy reflecting on the General Staff. Labori asked Gonse what in his eyes could excuse the villainous acts taken to apprise Esterhazy of his danger from Piequart's investigations. Gonse refused to admit the improper means taken. When asked if he would accept responsibility for the acts of De Clam, Gonse answered evasively.

Labori in cross examining De Breull hinted that he was a man with a black past. Dreyfus excitedly said: "It must be made known here who is lying and who is speaking the truth."

Paris Intensely Excited—360 Injured in Last Night's Riots in Hospital City Practically a Military Camp—Believed that Government Can Cope With Situation.

By cable to the Observer.

Paris, Aug. 21.—The city is intensely excited today over last night's riots, but a majority of the people believe that the government, although it has shown weakness in dealing with M. Guerin and his Anti-Semite conspirators, in its desire to avoid bloodshed, is fully able to cope with the situation. Soldiers, gendsdarms, guards are everywhere, the larger portion of the forces being concentrated in the districts where last night's outbreak occurred. Three hundred and sixty persons are in the hospital as the result of last night's trouble. Eighty prisoners and fifty-nine police agents are among the wounded.

Paris Rentes Comparatively Steady.

Rentes have declined 17 and a half centimes. The comparative steadiness of these government securities in the face of the riots is shown by the fact that they declined to 97 and a half just before the second trial of Dreyfus and reached the lowest price in 3 years.

Figaro Thinks Riots are Over.

Le Figaro considers the riot troubles over. It says that the government has decided to act with the utmost rigor against Guerin. It also says that the Premier thinks there will be no further disturbance in the streets of Paris. Le Petit Bleu and other papers urge the Government, in view of the seriousness of the situation, to reassure the provinces by hastening proceedings in the prosecution of those charged with conspiring against the republic.

To Prosecute Mercier.

By telegraph to the Observer.

New York, Aug. 21.—The Journal's Paris special says it is informed that a higher authority than Col. Schneider, the Austrian Military attache at Paris, will come from Ems on Wednesday to prosecute General Mercier who produced a document at the Rennes court martial purporting to be a report of Schenider to his government incriminating Dreyfus.

The French Fear Revolution.

By cable to the Observer.

London, August 23.—The Banks are receiving large deposits of money, stocks and valuables from France. The Banks of Brussels are being similarly loaded with French deposits.

CASTORIA.
Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought

Prussian Ministry Resigned.

By cable to the Observer.

Berlin, August 19.—The Emperor William has accepted the resignation of the Prussian Ministry.

Olympia's Sailors Assaulted in Leghorn.

By cable to the Observer.

Leghorn, August 21.—Some sailors from the Olympia on shore leave were assaulted in the streets to-day by a band of ruffians. Five men have been arrested and the attack is greatly deplored.

Civilization Invades the Klondyke.

By telegraph to the Observer.

Seattle, August 21.—The City of Topeka brings the news of a triple hanging at Dawson City on August the 4th. The hanged parties were two indians and a white man named Edward Henderson. This is the first legal hanging that has taken place in the Klondyke.

Horace Greely's Barn and the Brigg's Controversy.

By telegraph to the Observer.

Chappaqua, N. Y., August 21.—The barn at Horace Greely's old estate was burned this morning, believed to be the work of an incendiary. This confirms the Rev. Clendenin's belief that the fire at Peter's Church was the result of the Briggs' controversy.

Kruger Makes Reply—Believed to be a Counter Proposal.

By cable to the Observer.

Cape Town, August 21.—The report that the Transvaal government had handed in its reply to the British agent at Pretoria to be transmitted to Sir H. Milner, is confirmed today. It is believed that the British proposition is not accepted, but fresh proposals advanced. A strong feeling has been aroused bp the fact that the Transvaal is sending large quantities of war material for distribution among its followers in Cape Colony and the Orange Free State.

England Will Send Kruger an Ultimatum.

By cable to the Observer.)

London, August 22.—The reply of the Transvaal Government is considered unsatisfactory and it is reported good authority that Mr. Chamberlain has ready a draft of an ultimatum he intends to forward Kruger, demanding immediate action in removing the franchise grievance. If the ultimatum is not complied with war will follow.

American Victories Exaggerated—Filipinos More Aggressive than Ever.

By cable to the Observer.

Manila, Aug. 19, via Hong Kong, Aug. 22.—The Filipino rebels appear to retain much more fighting spirit than might be expected after their defeats recently at San Fernando and the drubbings Lawton gave them south. They have an army of five thousand troops in Cavite province where it was believed the revolt had been suppressed. The recent American victories were exaggerated. Hundreds of Filipinos enter Manila daily and return to the rebel lines with food and other commodities. The guards reported that five thousand had passed through the lines in three days. They carried out forty five tons of rice in small parcels in ten days. The American troops were withdrawn from all that part of the country which was half cleared of rebels by the expedition of the Americans in June last. The rebels have returned to San Matero which has been abandoned for the third time, after its recent capture.

Every English Volunteer Regiment Offers for Service.

By cable to the Observer.

London, August 23.—Officers have visited the war office from every volunteer regiment in the country expressing their willingness to enter service for the Cape in the event of war.

Making Ready for War.

By cable to the Observer.)

Capetown, August 23.—The Mafeking horse regiment is mobilizing rapidly. Several hundred recruits arrived here and joined the Vivians in camp. Every train is bringing fresh recruits. It is reported that three hundred Boers have formed a laager on the border.

The Boers Order 14,000,000 Cartridges.

By cable to the Observer.

Birmingham, Eng., August 23.—A firm here has received an order for fourteen million Mauser cartridges on urgent delivery in South Africa. Secrecy is observed regarding the exact destination, but it is said the Boers alone use Mauser rifles in that territory.

Fear the End of the World is at Hand.

By cable to the Observer.

St. Petersburg, August 23.—Reports from Southern Russia say that a current rumor of the approaching end of the world is causing a panic among the uneducated classes. Workmen are leaving Kharkov in large numbers, wishing to spend what they consider their last days in their village homes. Factory owners have asked the police to stop this emigration in order to prevent the ruination of their business.

Fire Into Mob.

By cable to the Observer.

Amsterdam, August 23.—The disturbances at Hilversum were continued last night. The mob stoned the troops occupying the town and the cavalry charged the rioters with drawn swords. Finally the infantry fired into the mob killing one and wounding two. Quiet was restored at midnight.

The McClellan Sails.

By telegraph to the Observer.

New York, Aug. 23.—The transport McClellan sailed today for San Juan, Porto Rico, and Santiago with sixteen hundred tons of provisions and clothing for the destitute. Also a detachment of recruits for southern garrisons and soldiers returning from furloughs.

Killed a Burglar.

By telegraph to the Observer.

Englewood, N. J., Aug. 23.—Caretaker Peterson, of the Creighton and Farearer Boarding School shot dead a burglar after a hard fight last night. When discovered the burglar dropped everything and attacked Peterson with a pair of skates.

You can't cure dyspepsia by dieting. Eat good wholesome food, and plenty of it. Kodol Dyspepsia Cure digests food without aid from the stomach, and is made to CURE. King Bros.

A. B. WILLIAMS, COTTON BUYER,

HAY STREET,
FAYETTEVILLE, N. C.

FAYETTEVILLE MARKETS

REVISED DAILY.

COTTON.

Middling	6
Good Middling	6¼

Market—firm. Prospects bright for higher prices.

NAVAL STORES

Spirits	46½3
Common Rosin	70
Virgin	2 20
Yellow Dip	2 20
Hard	1 20

PRODUCE

REPORTED BY A. S. HUSKE, GROCER.

Flour—1st pat., sack,	$2 40@$2.65
Family Flour—2nd pat., sack	$2.15 @ 2.25
Hides—dry—per lb.	8@10
" —green—per lb.	6
Wool—washed	15@20
Bacon—hog round per lb—new	8½
" —ham	10a10½
" —sides—new	8½a9
" —shoulders—new	7½a8
Oats—32 lbs per bushel	40@45
Peas—clay	60a75
" —mixed	70
" —white,	75a80
Meal—bolted—46 lbs per bushel	55 @60
" —unbolted—48 lbs per bushel	50@55
Corn—old—56 lbs per bushel	55
Onions—select—per bushel	50a60
Lard—N. C.	8@9
Tallow	4
Ducks	20@25
Hens—per head	22½@25
Roosters—per head	18 a 20
Turkeys—per lb	none
Guineas	none
Geese	25 a 30
Butter—choice yellow	16 a 20
Honey—strained—per lb	8c
Eggs,	10a11
Feathers—new	35 a 40
Potatoes—Irish—new	80
Potatoes—Sweet—new	100
Pork	5@6

WANTED.

A situation as salesman, either traveling or local. Can furnish good references. Address "ANXIOUS."
(Care of Postmaster,)
Lester, Marlborough Co.,
August 19-d2tw2t S. C.

DID YOU KNOW

that you can have your wants supplied next door to J. & O. Evans (old Banks' stand)?

I have on hand and am daily receiving a large assortment of

Selected Groceries, Dry Goods, Notions, Shoes, Hosiery, Crockery and Tinware.

MR. A. H. WATSON is with me and we extend a cordial welcome to our friends to call and examine the goods.

☞ *Let everybody come and see us.*

M. L. COURTNEY.

NEW STORE!

New Goods!

—AT—

J. L. KENNEDY'S Cash Dry Goods Store

you will find a complete line of

Dry Goods, Dress Goods, Notions, Novelties, Men's Ladies' and Children's Shoes, every Style.

I invite every one to visit the New Store and see the latest styles at the lowest prices.

New goods received daily.

I sell strictly for cash, have one price and treat all alike. I give the best value for the least money and it will pay you to see the new store with the new and beautiful goods offered so low and within the reach of all.

J. L. Kennedy's Cash Store,
North Side Hay Street.

Foreclosure Sale of Real Estate.

By virtue of a decree and order of sale made by the Superior Court of Cumberland county, N. C., at May Term, 1899, in a cause entitled W. H. Powell, Secretary of Fayetteville Baptist Sunday School, to use of Michael Powers, vs. A. H. Watson and wife, Mary E. Watson, and Bank of Fayetteville, the undersigned Commissioners will expose to public sale the following described real estate in the pleadings mentioned, being the house and lot where A. H. Watson and wife now reside, in Fayetteville, on Grove Street, bounded as follows:

Beginning at a stake on the North margin of Grove Street, the S. E. corner of a lot formerly owned by Andrew Alvis, and, recently, Mrs. Dawson and Neill Love, thence S 70 E one chain to the S. W. corner of a lot once owned by R. Campbell and now owned by the Fayetteville Mill Co.; thence N 20 E two chains, 50 links to a stake; thence N 70 W one chain to the first named lot; thence with the line of said lot S 20 E two chains 50 links to the beginning, it being the lot known as the Love Lot, and deeded to A. H. Watson by R. W. Bardie as per deed dated 30th April, 1870. Recorded in Book I, No. 3, page 2.

Time of sale, 12 o'clock Monday, 25th September, 1899.

Place, Court House in Fayetteville.

Terms, cash.

C. W. BROADFOOT,
B. P. BUXTON,
Commissioners.

Fayetteville, 21 August, 1899.

Lost or Mislaid.

Policy No. 41,639 issued by The Penn Mutual Life Insurance Company on the life of James B. Smith. The finder will please return it to the undersigned. Application has been made for the issuing of a duplicate. J. B SMITH,
Aug 12-1aw6t Fayetteville, N. C.

5,000,000 LBS. of TOBACCO WANTED

—AT THE—

PLANTERS WAREHOUSE,

FAYETTEVILLE, N. C.

Since the opening sale at this warehouse on the 10th of August our trade has been far beyond our expectation, and the prices paid for the tobacco offered have been entirely satisfactory. The people of Fayetteville are determined to have a tobacco market. So determined are they that the following well known moneyed business men of our city have gone on the floor as buyers: Dr. H. W. Lilly, H. Lutterloh, Sheriff Geo. A. Burns, A. H. Slocomb, Geo. A. Overbaugh, Dr. T. M. Hunter, H. McD. Robinson, C. L. Bevill, W. A. Vanstory, R. McMillan, J. W. Ingold and J. A. Burns. These, with the buyers for the American Tobacco Co. and buyers for other big order men, and W. J. Blackburn, manager, for Planters' Warehouse, want at once every pound of tobacco possible to be gotten on the Fayetteville Tobacco market.

Your friends,

PLANTERS WAREHOUSE,
W. J. BLACKBURN, Manager.

E. L. PEMBERTON, Book Keeper.
J. C. DAILY, Auctioneer.

"OLD TIME MOLASSES."

We have just received a large lot of Molasses, such as we have not had for years. SEE IT BEFORE YOU BUY.

Our Michigan Flours

are still in the lead. If you have not tried a sack of "PURITAN," you do not know what you are missing. It is better than many brands on this market that costs more money.

We handle many of the leading brands of FERTILIZERS including Acid Phosphate and Kainit.

Our stock of Hardware is complete.

A. E. RANKIN CO.

SHURLBERTS.

Shears for Trimming Tobacco in the Field and Trimming Trees and Hedges.

For sale by

WALTER WATSON,

AGENT FOR

Deering Mowing and Harvesting Machinery, Also Eclipse Engines and Saw Mill Outfits.

Address WALTER WATSON, Fayetteville, N. C.

See My Samples of New Goods

now on hand.

H. H. CARTLAND,

The Up-To-Date Greensboro Tailor.

A pretty, new and nobby line of Goods for Suitings, Pants and Vests are always on hand, and his prices are reasonable at all times.

WANTED.

We want everybody that does not patronize us at present to send us some laundry so they will be convinced that

we are turning out work daily that looks like new goods.

Our work compares with any in the State. We can give high gloss, medium or a nice domestic finish, just as you like. Our lady manager has full charge of the ladies' apparel, so we solicit their patronage all the time.

☞ Agents wanted in every town.

Yours to please,

Fayetteville Steam Laundry.

'Phone 42.

BEAR IN MIND

this one fact: Get your flour here. Buy PERFECTION. Take the trouble, if it's any trouble, to do this; it's well worth your while, both in the money you save and the satisfaction you derive from constant use of PERFECTION Flour. If it wasn't in very truth the BEST and CHEAPEST flour sold in Fayetteville, why should so many use it? A fresh car just in.

DIXIE POCKET KNIVES (Wostenholm make) 10 cents to $1.00. Table Cutlery

Now is the time to feed PRATT'S FOOD to your horses, mules and cows, 75 cents per sack.

To wholesale buyers we offer Mendleson Lye, Giant Soap Powder, Gold Dust, Celluloid and Lump Starch, Soaps, Baking Powders, Mason's Cakes and Crackers and R. B. Mills Snuff at lowest Factory prices.

Buggy Harness, $6 00 to $12.50 a set; Allen Saddles, $2.00 to $5.00; and a full line of leather goods, best quality at lowest prices.

Q. K. NIMOCKS,
Wholesale and Retail Grocer,
10 Hay street.
Phone 56.

GOLD MEDALS to HARPER Whisky at New Orleans and World's Fair, Chicago.

Try it, you will endorse the Judge's verdict.

FAYETTEVILLE MARBLE AND GRANITE WORKS.

Strictly First-Class Work.

Call at my yard or write for prices.

Respectfully,
E. L. REMSBURG,
Proprietor,
Fayetteville, N. C.

DR. MOFFETT'S TEETHINA TEETHING POWDERS

Aids Digestion, Regulates the Bowels, Makes Teething Easy. TEETHINA Relieves the Bowel Troubles of Children of Any Age.

Costs Only 25 Cents. Ask Your Druggist for It.

A Strong Fortification.

Fortify the body against disease by Tutt's Liver Pills, an absolute cure for sick headache, dyspepsia, sour stomach, malaria, constipation, jaundice, biliousness and all kindred troubles.

"The Fly-Wheel of Life"

Dr. Tutt; Your Liver Pills are the fly-wheel of life. I shall ever be grateful for the accident that brought them to my notice. I feel as if I had a new lease of life. J. Fairleigh, Platte Cannon, Col.

Tutt's Liver Pills

Robeson Tobacco.

About five thousand pounds of tobacco of Robeson county raising was brought to the Planters' Warehouse Thursday. Three thousand pounds of it was sold Thursday morning.

The Atlantic Hotel.

Messrs. S. M. Taylor & Son assumed the management of the Atlantic Hotel on the 25th of July, and we learn from them that their business is good, having on yesterday nineteen guests for dinner.

Marriage Licenses.

Since the 7th of January the Register of Deeds has issued 156 marriage licenses. So far this month eight have been issued, four to white and four to colored. Wednesday licenses were granted to T. A. Hall and Miss Laura Cashwell, both of Cedar Creek; today to Geo. W. Draughon, of Black River, and Mrs. L. M. Royal, of Flea Hill.

Police News.

Matthew Hunt, colored, was tried before 'Squire Smith for an assault with an axe on Jim Scarboro in 71st, and bound over to court. Failing to furnish bail he was jailed.

William Elliott, colored, Wednesday gave bond in the sum of $50 for his appearance today for trial before Mayor Cook on the charge of carrying concealed weapon. As he did not appear, it is thought that he has "hit the grit."

Benj. Henderson, John Henderson and Frank Adams, all colored, were arrested for affray this afternoon. They submitted and the costs and fines imposed were $4.15 each.

Death of Mr. E. M. Waddill.

We are grieved to announce that Mr. E. M. Waddill died at his residence across the river at 1:30 o'clock Friday afternoon. His health has been bad for some time, though it was not thought that death was near.

He was a good soldier of the Confederacy, a true man and good citizen. He was for several years Township Constable.

He leaves a wife and several childred.

Fayetteville the Coming Town.

Fayettevlile, before it was chartered as a "city," long enjoyed the distinction of being the biggest "town" in America—we were about to say, "in the world," but that wont do, for very big places, Liverpool and Birmingham, for example, in England, are "towns" and not "cities," neither being the seat of a Cathedral. So we do not speak of Fayetteville as "The Coming Town" in the restricted sense which was applied to it up to 1893. We mean to express the belief that Fayetteville is destined to be the biggest interior town or city in the State.

Wilmington, if the harbor improvements are continued as they should and doubtless will be, will be our biggest town. Raleigh, Charlotte, Greensboro, Winston, Asheville, and even Salisbury, little places compared to Fayetteville half a century ago, have all gone far ahead of us. But none of them possess the inestimable boon of a water connection with the sea such as Fayetteville possesses in the Cape Fear River. The recent consolidation of the two competing lines of railway that crossed each other at Fayetteville would have literally destroyed a place not so fortified. Instead of that, while it has deprived the people of the cheap excursions they used to enjoy and taken away a number of desirable inhabitants, and so on, it has not affected us atall in our vitals, that is in the thing that kills and makes alive, viz: freight rates. The factories get much of their running material (oils, dyes, &c.) by the river, and, we believe, they ship the larger part of their products the same way.

Now that the eyes of the world are turned to our advantages and foreign capital is hastening to utilize them, and we have established a tobacco market, and our people are becoming united in a proper way, there can be no sort of doubt about the result It is a tremendous thing to get the town out of the deep ruts into which it has fallen, but the process is now well in hand.

His Life was Saved.

Mr. J. E. Lilly, a prominent citizen of Hannibal, Mo., lately had a wonderful deliverance from a frightful death. In telling of it he says: "I was taken with Typhoid Fever, that ran into Pneumonia. My lungs became hardened. I was so weak I couldn't even sit up in bed. Nothing helped me. I expected to soon die of Consumption, when I heard of Dr. King's New Discovery. One bottle gave great relief. I continued to use it, and now am well and strong. I can't say too much in its praise." This marvellous medicine is the surest and quickest cure in the world for all Throat and Lung Trouble. Regular sizes 50 cents and $1.00. Trial bottles free at B. E. Sedberry & Son's Drug Store; every bottle guaranteed.

Gun-shot wounds and powder-burns, cuts, bruises, sprains, wounds from rusty nails, insect stings and ivy poisoning,—quickly healed by DeWitt's Witch Hazel Salve. Positively prevents blood poisoning. Beware of counterfeits. "DeWitt' is SAFE AND SURE. King Bros.'s

Mr. Bryan in Iowa.

Of his speech at Des Moines, Iowa, on Tuesday night the dispatches say:

Mr. Bryan, in beginning his address, reviewed the record of the republican party, accusing it of putting the dollar above the man. He then took up the silver question, saying prosperity did not set in until six months after the election, when the Klondike gold mines began to increase the supply of the yellow metal.

The republicans who claim that times are better because the balance of trade is in favor of the United States give away their own position and admit that the democratic view of the quantitive character of money is correct. The financiers of England control the English government, through England the rest of Europe, and through Europe the United States. He said:

"The 6,500,000 democratic voters of the democratic party in 1896 were for silver. The 7,000,000 republican voters were for a platform which called for international bimetallism. Only the Palmer and Buckner votes were for the gold standard, say less than 1 per cent, yet the Iowa republican platform goes a step farther and is mainly for gold alone. Moreover, the republicans threaten to retire the greenbacks, though they have never been before the people on that issue."

DIFFERENCE IF REPUBLIC AND EMPIRE.

Mr. Bryan closed his speech by a lengthly discussion of imperialism. The difference, he said, between a republic and an empire is this:

"A republic needs an army of 25,000 for 70,000,000 people; an empire needs four times that large an army, when 10,000,000 population is added. This suits the young men who get fat jobs in the army, but not the people who pay the $1,500,000 a day needed to maintain the soldiers in the Philippines."

Mr. Bryan gave figures to show that England and other nations do not colonize rapidly and said that with twenty people to the square mile in America, and sixty to the mile in the Philippines, there is no opportunity there. Even if we should succeed in killing off all the natives, you cannot get young Americans to go there—they prefer to live in this country. The profit will not be equal to the cost and the profit will not go to the right people, but to investment syndicates. Even if any man is willing to trade for pottage, and does not have a taste for birthright, he had better investigate the pottage. If the Tagalos are largely Christians and our native allies are largely Mohammedan, we ought to ask the sultan to help us subdue the Christian insurgents.

"This government ought to make a declaration of good intentions toward the Philippines, as it did toward Cuba. The president ought to have done so, or if he did not have the power, should have asked congress for it. Now he might call a special session to ask for the power. Cleveland called a special session to repeal the Sherman act and McKinley called one. A special session now would cost much money, but not nearly so much as the continuance of the war."

Escape from Jail.

Last Thursday about daylight four prisoners in the county jail, all colored, George McPhail, Tom Henderson, Herbert Ross and Wil. Melvin, escaped by prizing and bending one of the outer steel doors wide enough to squeeze through. The last named was only Wednesday committed for stealing corn, on a wholesale scale, from Miss Mary McKinnon's field.

The men were not missed by the jailor until they had made good their escape. Deputy Pigford is making a search to recapture.

No Right to Ugliness.

The woman who is lovely in face, form and temper will always have friends, but one who would be attractive must keep her health. If she is weak, sickly and all run down, she will be nervous and irritable. If she has constipation or kidney trouble, her impure blood will cause pimples, blotches, skin eruptions and a wretched complexion. Electric Bitters is the best medicine in the world to regulate stomach, liver and kidneys and to purify the blood. It gives strong nerves, bright eyes, smooth, velvety skin, rich complexion. It will make a good-looking, charming woman of a run-down invalid. Only 50 cents at B. E. Sedberry & Son's drug store.

"What might have been"—If that little cough hadn't been neglected—is the sad reflection of thousands of consumptives One Minute Cough Cure cures coughs and colds. King Bros.

CASTORIA

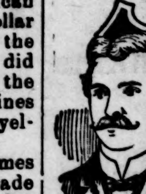
For Infants and Children.

The Kind You Have Always Bought

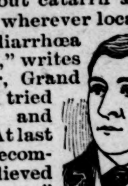
Bears the Signature of *Chas. H. Fletcher.*

SUMMER CATARRH

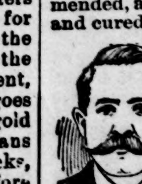
Catarrh of the bowels, because it is most prevalent in the summer months, is called summer catarrh.



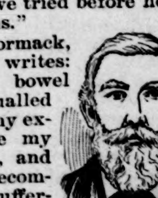
It surprises many that bowel trouble is catarrhal. Dr. Hartman's books make this plain. Write to the Pe-ru-na Medicine Co., Columbus, O., for them. They tell all about catarrh and how Pe-ru-na cures it wherever located.



"I had chronic diarrhœa for fifteen years," writes Mr. T. E. Miller, Grand Prairie, Tex. "I tried many medicines and doctors in vain. At last Pe-ru-na was recommended, and it relieved and cured me at once."



Mr. John Harting, 633 Main St., Cincinnati, O., writes: "My wife and myself took your Pe-ru-na for chronic diarrhœa and it cured us. No doctor or medicine we tried before helped us."



Mr. Edward Wormack, Ledbetter, Tex., writes: "Pe-ru-na for bowel troubles is unequalled by anything in my experience. I owe my life to Pe-ru-na, and shall always recommend it to those suffering as I was."

Mr. John Edgarton, 1020 Third Ave., Altoona, Pa., says: "I suffered from dysentery for three years I took Pe-ru-na and am now well."

The Dreyfus Matter.

The Dreyfus Court Martial—Labori Slightly Worse—Magistrate Bertulus Made a Strong Case for Dreyfus—Madame Henry Makes a Scene and Is Laughed At.

By cable to the Observer.

Rennes, Aug. 17.—Labori is slightly worse this morning, and his fever continues to increase. Dr. Recluse says that he is weaker than on yesterday. He is suffering greatly.

The prosecution closed with the cross examination of General Roget, who refused to explain in its course his relation to the Henry forgery on the ground that it would betray secrets of the military service.

Magistrate Bertulus made a strong case for the defence. He reiterated his conviction that Dreyfus was innocent. Suddenly and without invitation, Madame Henry rushed to the stand. She vehemently denounced Bertulus as "Judas" and declared that her dead husband knew that Dreyfus was the traitor. The audience laughed at her. Colonel Picquart then entered upon a detailed account of his investigation into the charges against Dreyfus and into the Esterhazy plot.

ROGET WINCES UNDER CROSS-EXAMINATION.

General Roget grew very restive under his cross examination, especially the part about Esterhazy. The prisoner rose after Roget's examination and emphatically denied, point blank, some of the General's evidence. He said that he had never traced on a map any plan for concentration or mobilazation, nor had he ever had knowledge of the details of these movements, nor of the plan of distribution of the various army units throughout the departments.

COL. PICQUART'S EVIDENCE VERY CLEAR—HE DELIVERS A STUNNER IN FAVOR OF DREYFUS.

Col. Picquart's evidence was very clear. In his defence he took up, *seriatim*, all the charges made against him, answering each one, whether it involved the Dreyfus case or not. He analyzed the bordereau clearly and forcibly, saying that if Dreyfus got the note about Madagascar (one of the items of the bordereau) he was smarter than his chief, who had not at that time received it. He said that Paty De Clam had made the Madagascar note, which had not yet been received by the Chief of the General staff himself when the bordereau was discovered. This bit of evidence and the stress which Picquart lays upon it as showing the eagerness of De Clam for the prosecution of Dreyfus, suggested that Picquart believes that De Clam was indirectly implicated in the treason. But the witness did not put such a charge in plain words.

Arrest of a Man believed to be Labori's Assassin.

Picquart Continues his Evidence, and Scores Many Points for Dreyfus.

By cable to the Observer.

Rennes, Aug. 18.—Col. Picquart today exceeded his yesterday's efforts. He made points frequently and pulled the stuffing out of the case put in by Roget. The climax was reached when Picquart, with sensational effect, cried: "I'm convinced that Esterhazy is the guilty man." He flatly contradicted Roget's testimony. Roget was recalled, when a warm argument followed between Picquart and Roget. Picquart maintained that not a line of the Bordereau could have been written by Dreyfus when he was just going to the manœuvres as he could have had no knowledge of the manœuvres at the time the Bordereau was written. Picquart contended that Henry altered "Le Petit Bleu" so as to make it appear that Esterhazy's name, which appears on the note, had been forged. The Judges listened eagerly. Picquart made a strong impression. When Col. Jouast refused to allow Picquart to see certain documents, Picquart recited the same from memory.

PICQUART SAYS PAPERS WERE STOLEN.

Col. Picquart created a sensation when he said the papers had been stolen from his desk and hinted that Du Paty De Clam was the thief. Picquart stated that General Gonzee had forbidden him to probe the case. Picquart said that he said in reply: "General, what you say is abominable. I won't carry this secret with me." This testimony was a great thing for Dreyfus and favorably affected the court.

DEMANGE PINIONS MERCIER.

Maitre Demange in his cross examination of General Mercier brought out the cold blooded admission that evidence, practically known to be false, was used to secure the conviction of Dreyfus. In connectin with "Gette Canaille De D" letter, Demange asked Mercier: "When you sent that document to the court martial you already knew, did you not, that the individual referred to was Duboise?" Mercier, hesitating, replied, "well, I had my doubts."

LABORI RAPIDLY GAINING STRENGTH.

Labori is rapidly gaining strength. He walked out about noon to-day, confident of returning to court next week. The surgeons are not so confident, but hope he will be able to appear at court before many days.

Mercier's Position Compromised.

By cable to the Observer.

Paris, Aug. 19.—Le Figaro considers that Mercier's position is compromised by the fact that the Schneider letter proved to be a forgery, as he may be liable to prosecution for making use of forgery.

EMINENT ENGLISH LAWYER SAYS THAT JUDGES ARE SHAMMING SEVERITY, AND THAT ACQUITTAL OF DREYFUS IS CERTAIN.

Rennes, Aug. 19.—Thomas Terrell, Q. C., an eminent English lawyer attending the trial here, told your correspondent that the judges are shamming severity towards Dreyfus, having secretly made up their minds that the accused is innocent. He says that the acquittal of Dreyfus is certain.

A DIFFERENT STORY FROM LONDON.

London, Aug. 19.—Today's associated press dispatches from Rennes say that Dreyfus has no chance—that the members of the court do not even take the trouble to read the Court of Cassation evidence and that Dreyfus will be convicted.

Rennes, Aug. 19.—Captain Cuignet, General De Boisdeffre and Gen. Gonse are witnesses today. Du Paty de Clam was called but failed to appear. Col. Jouast said his testimony could be taken by commission. Cuignet said that Bushet's documents implicated Dreyfus. When cross examined, he confessed that his testimony differed from what he gave before the Court of Cassation. Gen. De Boisdefre sweepingly asserted that Dreyfus was guilty without giving any evidence to show that such was the case. Gonse was equally emphatic. Dreyfus cornered him by asking if it wasn't physically impossible for him to have done certain things which he claimed that he had done. Gonse finally admitted that it was not probable that Dreyfus did these things, but insisted that it was possible.

DREYFUS BRANDS ONE OF CUIGNETS STATEMENTS AS A LIE.

Rennes, Aug. 19.—Dreyfus at one part of Cuignet's testimony cried: "That is a manifest lie."

SIGFICANT ADMISSION BY DE BOISDEFFE.

Gen. de Boisdefre admitted that the espionage of the war office continued after Dreyfus's condemnation.

POLICE ON TRACK OF ASSASSIN.

The police are on the track of the assassin and expect to capture him within thirty six hours.

Labori is so much improved that he expects to be at Court on Monday.

Volcanic Eruptions

Are grand, but skin eruptions rob life of joy. Bucklen's Arnica Salve cures them, also old, running and fever sores, ulcers, boils, felons, corns, warts, cuts, bruises, burns, scalds, chapped hands, chilblains. Best pile cure on earth. Drives out pains and aches. Only 25 cts. a box. Cure guaranteed. Sold by B. E. Sedberry & Son, druggists.

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CASTORIA.

Bears the Signature of *Chas. H. Fletcher.* The Kind You Have Always Bought

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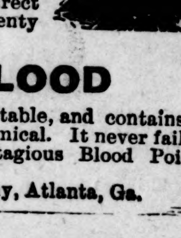
Promptly Reaches the Seat of all Blood Diseases and Cures the Worst Cases.

In every test made S. S. S. easily demonstrates its superiority over other blood remedies. It matters not how obstinate the case, nor what other treatment or remedies have failed, S. S. S. always promptly reaches and cures any disease where the blood is in any way involved. Everyone who has had experience with blood diseases knows that there are no ailments or troubles so obstinate and difficult to cure. Very few remedies claim to cure such real, deep-seated blood diseases as S. S. S. cures, and none can offer such incontrovertible evidence of merit. S S. S. is not merely a tonic—it is a cure! It goes down to the very seat of all blood diseases, and gets at the foundation of the very worst cases, and routs the poison from the system. It does not, like other remedies, dry up the poison and hide it from view temporarily, only to break forth again more violently than ever; S. S. S. forces out every trace of taint, and rids the system of it forever.



Mrs. T. W. Lee, Montgomery, Ala., writes: "Some years ago I was inoculated with poison by a nurse who infected my babe with blood taint. I was covered with sores and ulcers from head to foot, and in my great extremity I prayed to die. Several prominent physicians treated me, but all to no purpose. The mercury and potash which they gave me seemed to add fuel to the awful flame which was devouring me. I was advised by friends who had seen wonderful cures made by it, to try Swift's Specific. I improved from the start, as the medicine seemed to go direct to the cause of the trouble and force the poison out. Twenty bottles cured me completely." Swift's Specific—

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—is the only remedy that is guaranteed purely vegetable, and contains no mercury, potash, arsenic, or any other mineral or chemical. It never fails to cure Cancer, Eczema, Scrofula, Rheumatism, Contagious Blood Poison, Tetter, Boils, Carbuncles, Sores, etc.

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June 29-dtaw-w3t.

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The Department of Agriculture was authorized by the last General Assembly to advertise for owners such lands as may be offered it for sale. If you have Forest, Mineral. Farming or Trucking Lands, or Water Powers for sale, correspond with

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Assistant Commissioner, in charge of Immigration, Raleigh, N. C.

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There are complete special and short courses in the various Agricultural, Industrial, Mechanical, Textile and Civic Arts.

Students will be allowed to stand the entrance examination at the county-seats of the counties in which they reside, thus saving the expense of a trip to Raleigh.

Entrance examinations will be held on the **19th of August**, in the court house, under the supervision of County Superintendent.

For further information, catalogue, etc., apply to

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Forty-fifth year opens Wednesday, September 6th. Largest endowment of any College in the South. Completest Gymnasium in the State. Board $6.50 to $10.00 per month. Loan Scholarships for worthy young men. Young women admitted to all classes. Send for catalogue to

PRESIDENT KILGO,
june 24 1m Durham, N. C

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june 22-1m Greensboro, N. C.

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Boys and Girls.

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Full faculty of experienced teachers. Expenses small compared with advantages. Fall term opens September 5th, 1899. Apply for catalogue to

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J. W. McLAUCHLIN or
J W. ROBERTS Ph. B.
july 26-w5t Principal.

Mortgage Foreclosure.

By virtue of the power of sale made and given in a certain mortgage executed by G. H. Henderson and wife, duly registered in Cumberland county in Book V, No. 4, page 70, the following described property will be sold to the highest bidder, for cash, at public auction, on

Saturday, August 26th,

1899, at 12 o'clock M., at the Market House in Fayetteville, N. C, viz: Beginning at John H. Finlaytor's (now Shepherd's) north-west corner on Chatham street, in the town of Fayetteville, running with said street N. 14½ W. 251 feet; thence South 64° East 257 feet to Abram Henderson's (now Dr. Patterson's) line; thence South 22° West with said line 215 feet; thence N 64 W. 154 feet to the beginning, containing one acre more or less, being same land conveyed by B. W Robinson to Geo. H. Henderson by deed July 12th, 1875, and recorded in Register's office, Cumberland county, Book N, No. 3, page 96

N. A. SINCLAIR, Attorney.
July 24, 1899.

Land Sale.

NORTH CAROLINA, Cumberland County } Superior Cout.

By virtue of an order of the Superior Court of Cumberland County in a cause therein pending entitled Jos. A. Barnes, administrator of Molcy Ivey, deceased, *versus* James Davis, Fannie Davis *et al*, heirs-at law, the undersigned, Commissioner, appointed for that purpose, will, on Thursday, the 7th day of September, 1899, at 12 o'clock M., at the Market House in Fayetteville, N. C., sell at public auction, to the highest bidder for cash, the following described real estate, viz:

A house and lot in Fayetteville, N. C., beginning in the west side of Adams street, the corner of lot No. 4 in plan of survey made by Duncan McCormick, and running N. 22 E. 1 ch 30 lks. to the corner of a one acre lot laid off by Evans as in said plan appears; N. 67½ W. 5 chs. 25 lks to a stone or stake in S. T. Hawley's line; thence S. 73½ W. 1 ch. 76 lks. to Hawley's corner; thence S 21 W. 22 lks. to a stake or stone in the corner of lot No. 4; thence with the line of said lot S. 68 E 6 chs. 63½ lks. to Adams street, the beginning, as by reference to said survey will appear, containing about 77-100 of an acre, it being the same land conveyed by J A. Worth to Geo. Sloan and by Geo Sloan to D. A. Bryant, and by said Bryant and wife to Pearce.

This August 5th, 1899.

JOSEPH A. BARNES, Commissioner.
N. A. SINCLAIR, Attorney.

Administrator's Notice.

Having qualified as administrator of the estate of Eliza Reddick, deceased, late of Cumberland county, N. C, this is to notify all persons having claims against the said estate to exhibit them to the undersigned on or before the 21st day of July, 1900, or this notice will be plead in bar of their recovery. All persons indebted to said estate will please make immediate payment.

This 21st day of July 1899.

ED. C. SMITH,
H. L. COOK, Att'y.

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This stove is size No. 8, oven is 16½x18x11, top is 42x23; made from best pig iron, extra large flues, heavy covers, heavy linings and grates, large oven shelf, heavy tin-lined oven door, handsome nickel-plated ornamentations and trimmings, extra large deep, genuine Standish porcelain lined reservoir, handsome large ornamented base. Best coal burner made, and we furnish FREE an extra wood grate, making it a perfect wood burner. WE ISSUE A BINDING GUARANTEE with every stove and guarantee safe delivery to your railroad station. Your local dealer would charge you $25.00 for such a stove, the freight is only about $1.00 for each 500 miles, so we save you at least $10.00. Address,

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Wilmington & Weldon Rail Road

AND BRANCHES

AND A. C. L. RAILROAD COMPANY OF SOUTH CAROLINA.

CONDENSED SCHEDULE.

TRAINS GOING SOUTH.

DATED July 31, 1899.	No 23, Daily.	No 35, Daily.	No. 103 D'ly ex. Sunday	No 41, Daily.	No 49, Daily.
	A. M.	P. M.	P. M.	A. M.	P. M
Leave Weldon	11 50	9 43			
Ar Rocky Mt.	12 55	10 36			
Leave Tarboro	12 21		6 00		
Lv Rocky Mt,	1 00	10 36	6 45	5 40	12 52
Leave Wilson	1 58	11 14	7 10	6 20	2 40
Leave Selma	2 55	11 57			
Lv Fayetteville	4 30	1 10			
Ar Florence	7 25	3 15			
	P. M.	A. M.			
Ar Goldsboro	......	......	7 50	......	......
Lv Goldsboro	......	......		7 01	3 21
Lv Magnolia	......	......		8 09	4 25
Ar Wilmington	......	......		9 40	5 50
			P. M.	A. M.	P. M

TRAINS GOING NORTH.

	No 78 Daily,	No. 102, D'ly ex. Sunday,	No 32, Daily,	No 40 Daily,	No 48, Daily
	A. M.		P. M.		
Lv Florence	9 40		7 45		
Lv Fayetteville	12 20		9 45		
Leave Selma	1 50		10 54		
Arrive Wilson	2 55		11 31		
		A. M.		P. M.	A. M.
Lv Wilmington				7 00	9 45
Lv Magnolia				8 34	11 19
Lv Goldsboro		5 15		9 45	12 31
	P. M.		A. M.	P. M	P. M.
Leave Wilson	2 35	5 43	11 31	10 28	1 16
Ar Rocky Mt.	3 30	6 15	12 07	11 35	1 53
Ar Tarboro		7 04			
Leave Tarboro	12 21				
Lv Rocky Mt.	3 30		12 09		
Arrive Weldon	4 32		1 00		
	P. M.		A. M	P. M.	

†Daily except Monday. ‡Daily except Sunday.

Wilmington and Weldon Railroad, Yadkin Division Main Line—train leaves Wilmington, 9 00 a. m, arrives Fayetteville 12.15 p. m. Leaves Fayetteville 12.25 p. m, arrives Sanford 1.43 p. m. Returning leave Sanford 2.30 p m, arrive Fayetteville 3.45 p. m Leave Fayetteville 3.50 p. m, arrive Wilmington 6.50 p. m.

Wilmington and Weldon Railroad, Bennettsville Branch—train leaves Bennettsville 8.15 a. m, Maxton 9 20 a. m, Red Springs 9.53 a m, Hope Mills 10.42 a. m, arrive Fayetteville 10.50. Returning leaves Fayetteville 4.40 p m, Hope Mills 4.55 p. m, Red Springs 5.35 p. m, Maxton 6.15 p. m, arrives Bennettsville 7.15 p. m.

Connections at Fayetteville with train No. 78, at Maxton with the Carolina Central Railroad, at Red Springs with the Red Springs and Bowmore Railroad, at Sanford with the Seaboard Air Line and Southern Railway, at Gulf with the Durham and Charlotte Railroad.

Trains on the Scotland Neck Branch Road leaves Weldon 3:35 P M, Halifax 4:15 P M, arrives Scotland Neck at 5:08 P M, Greenville 6:57 P M., Kinston 7.55 P M. Returning, leaves Kinston 7:50 A M., Greenville 8:52 A M. Arriving Halifax at 11:18 A M, Weldon 11.33 A M, daily except Sunday.

Trains on Washington Branch leave Washington 8:10 A. M., and 2:30 P. M., arrive Parmele 9:10 A. M., and 4:00 P. M., returning leave Parmele 9:35 A. M. and 6:30 P. M., arrive Washington 11:00 A. M., and 7.30 P. M. Daily except Sunday.

Train leaves Tarboro, N C, daily except Sunday at 5:30 P M, Sunday, 4:15 P M, arrives Plymouth 7:40 P M, 6:10 P M; Returning, leaves Plymouth daily except Sunday, 7:50 A M, and Sunday 9:00 A M, arrives Tarboro 10:05 A M., 11:00 A M.

Train on Midland N C Branch leave Goldsboro daily except Sunday, 7:05 A M, arriving Smithfield 8.10 A M. Returning, leaves Smithfield 9:00 A. M; arrive Goldsboro 10:25 A M.

Trains on Nashville Branch leave Rocky Mount at 9.30 A M, 3:40 p. m., arrive Nashville 10:10 A. M, 4:03 P. M, Spring Hope 10:40 a. m, 4:25 P. M. Returning leave Spring Hope 11.00 A M. 4:55 P. M, Nashville 11:22 A. M, 5:25 P. M, arrive Rocky Mount 11.45 A. M, 6:00 P. M, daily, except Sunday.

Train on Clinton branch leaves Warsaw for Clinton, Daily, except Sunday, at 11.40 A. M. and 4:15 P M. Returning leaves Clinton at 7:00 A M., and 2:50 A. M.

Train No. 78 makes close connection at Weldon for all points north daily, all rail via Richmond.

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J. R. KENLEY, Gen'l Manager. T. M. EMMERSON, Traffic Manager

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